NEW STOCKTON COURTHOUSE

FOR THE SUPERIOR COURT OF CALIFORNIA, COUNTY OF SAN JOAQUIN:

REVISED DRAFT ENVIRONMENTAL IMPACT REPORT

SCH 2008072079

Issue Date: May 7, 2009

NOTE: ONLY REVISED AND ASSOCIATED CLARIFYING SECTIONS HAVE BEEN INCLUDED IN THIS DRAFT

Prepared for:

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Note: the CEQA public comment period for this Revised Draft EIR will be from May 7, 2009 through June 20, 2009

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ACRONYMS AND ABBREVIATIONS

$\mu g/m^3$	Micrograms per cubic meter
AOC	Administrative Office of the Court
Cal/EPA	California Environmental Protection Agency
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
DPR	California Department of Parks and Recreation
EIR	Environmental impact report
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
LEED	Leadership in Energy and Environmental Design
LUST	Leaking underground storage tank
MICR	Million incremental cancer risk
$MMTCO_2E$	Million tons of carbon dioxide equivalent
NPDES	National Pollutant Discharge Elimination System
PM_{10}	Particulate matter with an aerodynamic diameter less than 10 micrometers
$PM_{2.5}$	Particulate matter with an aerodynamic diameter less than 2.5 micrometers
PPM	Parts per million
SWPPP	Stormwater pollution prevention Plan
TAC	Toxic air contaminant
USGS	U.S. Geological Survey
WQMP	Water quality management plan

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NOTE TO REVIEWERS:

For this Revised Draft EIR, the AOC's new text is shaded. For example, added text black font and orange shading is shown as:

added text has black font and orange shading.

For this Revised Draft EIR, the AOC's deleted text is shown in strikeout and light gray font. For example, deleted text is shown in strikeout and light gray font is shown as:

~~Deleteded text has light gray and strikeout font~~.

If printed on a non-color printer, the orange shading for added text will appear gray, and light gray and strikeout font may appear black and strikeout font or gray and strikeout font.

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1.0 EXECUTIVE SUMMARY

1.3 PROJECT DESCRIPTION

The AOC proposes to construct a new courthouse in Stockton's Hunter Square for the Court. The proposed courthouse property is immediately west of the County's existing Courthouse/Administration Building, which is at 222 East Weber Avenue. The AOC's proposed project consists of:

- The AOC's acquisition of an approximately 1-acre parcel through a donation from the City of Stockton,
- Design and construction of a new courthouse facility,
- Modification of a portion of the Main Street mall, the Main Street fountain, and an adjacent park area,
- Movement of the Court's staff and operations from the existing Courthouse and other leased space in downtown Stockton to the new courthouse,
- Addition of vehicle traffic to a portion of the Main Street mall, and
- Operation of the new courthouse by the AOC to support the Court's operations.

1.3.3 Project Location

The AOC's preferred site is the Hunter Square parking area and a portion of the adjacent park (see Figures 1 and 2) in Stockton. The proposed courthouse property is located immediately west of the existing Courthouse/Administration Building. The AOC intends to acquire this site through a donation from the City, and the AOC also intends to acquire temporary license rights for a portion of the City's Main Street mall and an adjacent park area (see Figure 3). A parking lot occupies the northern portion of the site, and a small park occupies the southern portion of the site.

The proposed new courthouse site has no Assessor's Parcel Number (APN), but the AOC understands that the proposed courthouse parcel will extend from the northeast corner of parcel 149-020-05 to the northwest corner of parcel 149-020-16 to the southwest corner of parcel 149-020-16 and to the southeast corner of parcel 149-020-12. The project includes formal creation of the parcel, establishment of its land use designation as commercial, and classification of its zoning designation as Commercial Downtown (CD), which is consistent with adjacent parcels.

1.4 PROJECT CHARACTERISTICS

1.4.1 New Courthouse

The proposed project includes the AOC's acquisition of the approximately 1-acre Hunter Square parcel through a donation from the City, design and construction of a new courthouse, and operation of the courthouse for the Court. Figures 1 and 2 show the proposed project location, and Figure 4 provides a conceptual site plan.

The new courthouse building's entrance will face northeastward toward Weber Avenue and the existing Courthouse/Administration Building. The new courthouse will be 12 stories and approximately 240 feet tall, and it will have approximately 325,000 building gross square feet of space. The lower four to six floors of the building (the "podium") will be approximately 160 feet wide (east/west direction) and approximately 220 feet long (north/south direction). The upper portions of the building (the "tower") will be approximately 100 feet wide (east/west direction) and approximately 220 feet long (north/south direction). Thus, the "tower" of the building will have a smaller footprint than the "podium." The footprint of the entire building will be approximately 0.8 acres. The new courthouse building will have a basement that extends approximately 15 feet below ground surface.

The building's entrance will face northeast toward Weber Avenue and the Courthouse/Administration Building, but it will be set back approximately 50 feet from Weber Avenue. The courthouse will have a plaza and public area between the building and Weber

1.5 DISCRETIONARY PROJECT APPROVALS

1.6 ENVIRONMENTAL ANALYSIS

The Draft EIR evaluates the environmental effects of the proposed project, determines the significance of the impacts, and proposes mitigation measures for potentially significant impacts. For each environmental resource in Chapter 4, the EIR presents the environmental setting, analytical framework, and description of the project's potential impacts and mitigation measures.

The environmental setting discussion introduces the environmental resource to the reader. An EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline condition" that will be used to compare project-related impacts (CEQA Guidelines Section 15125). Normally, the baseline condition is the physical condition that exists when the lead agency publishes a Notice of Preparation. The AOC published the project's Notice of Preparation on July 21, 2008. However, CEQA Guidelines recognize that the date for establishing an environmental baseline cannot be rigid. Since physical environmental conditions may vary over a range of time periods, a lead agency may reasonably and appropriately use an environmental baseline that differs from the date of the Notice of Preparation when they result in a more accurate or conservative environmental analysis.

The EIR evaluates a total of four alternatives: the "No Project" alternative, the Hunter Square Expanded alternative, the Washington Street alternative, and the Private Parcels alternative. The Hunter Square Expanded alternative includes several properties adjacent to the proposed project for potential acquisition that provide additional space and give the AOC additional flexibility for development of the project. AOC is also considering the Washington Street alternative, which is approximately one-third mile from the proposed project site. This site is vacant and will provide ample space for the project. A Bank of America parcel, several additional private parcels, and a City of Stockton parcel form a fourth alternative, the Private Parcel alternative. The Private Parcel alternative is adjacent to Hunter Square Plaza.

The proposed project will result in significant and unavoidable impacts to construction-related noise, traffic, and traffic hazards. The Hunter Square Expanded alternative will result in significant and unavoidable impacts to construction-related noise, traffic, and traffic hazards. The Washington Street alternative will result in significant and unavoidable impacts to construction-related noise. The Private Parcel alternative will result in significant and unavoidable impacts to construction-related noise, and traffic. Table EX-1 lists the EIR's impact conclusions.

For the proposed project, transportation impacts associated with some traffic increase, a decrease in intersection levels of service, and parking are potentially significant, but they can be reduced to below significant levels with mitigation. In addition, the project will also result in potentially significant impacts in the following areas: aesthetic quality and visual resources, scenic vista,

scenic resources, cultural and paleontological resources; hazardous materials; land use conflict; recreation, and traffic.

The California Environmental Quality Act (CEQA) requires identification of an "environmentally superior" alternative, in addition to the "No Project" Alternative. The Draft EIR identifies the Washington Street Alternative as the "Environmentally Preferred Alternative." This alternative will avoid or reduce the potential impacts identified above. An independent Cultural Resources evaluation was also conducted and incorporated into the Cultural Resources discussion. Additional investigations supporting the cultural resources analysis are included in Appendix F. A technical study was prepared for Transportation is contained in Appendix H.

Table EX-1. Summary of the Proposed Project's Impacts and the Alternatives' Impacts

Environmental Resource and Issue	Proposed Project	No Project Alternative	Hunter Square Expanded Alternative	Washington Street Alternative	Private Parcels Alternative
3. CULTURAL RESOURCES–Will the project:					
Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5?	*SIGNIFICANT AND UNAVOIDABLE* ~~*Potentially Significant Impact Unless Mitigated*~~	*No Impact*	*SIGNIFICANT AND UNAVOIDABLE* ~~*Potentially Significant Impact Unless Mitigated*~~	*Less Than Significant Impact*	*Less Than Significant Impact*
	Proposed mitigation for significant and unavoidable impacts: ***Cultural Resources 1—****The courthouse's public spaces will provide display spaces for a history of Hunter Square (including its association with Charles Weber), the history of San Joaquin courthouses (including Hunter Square's association with the courthouses), and public art related to Hunter Square's link to Stockton's cultural heritage;* ***Cultural Resources 2—****As recommended by the Historic Environmental Consultant's report, the proposed new courthouse project will maximize new public space around the proposed Courthouse with open space and landscaping to accommodate public use;* ***Cultural Resources 3*** *(Aesthetics 2)—The AOC will construct a new water feature on the Main Street mall between South Hunter Street and El Dorado Street; and* ***Cultural Resources 4—****As stated earlier, the AOC understands that the County is updating its Master Plan for the existing Courthouse/Administration Building (County of San Joaquin 2008), and the County's plans include demolition of the existing building and construction of a large plaza on the site. The AOC will coordinate layout and design of its proposed parcel's public space with the County to maximize public space and accommodate public use.* *Significance of impact after mitigation: Significant and unavoidable* ~~*Less than significant*~~				
Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	*Potentially Significant Impact Unless Mitigated*	*No Impact*	*Potentially Significant Impact Unless Mitigated*	*Potentially Significant Impact Unless Mitigated*	*Potentially Significant Impact Unless Mitigated*

Environmental Resource and Issue	Proposed Project	No Project Alternative	Hunter Square Expanded Alternative	Washington Street Alternative	Private Parcels Alternative
	Proposed mitigation for potentially significant impacts: ***Cultural Resources 5****—An archaeological monitor will be present during site-clearing activities that expose bare ground. Project personnel will not collect cultural resources found on the project site. If the construction contractor encounters archaeological resources during initial construction clearing, the construction contractor will halt all work within 100 feet of the discovery, and a qualified archaeologist will ascertain the nature of the discovery and the significance of the find. The archaeologist will provide proper management recommendations including avoidance, evaluation, or a mitigation plan to prevent any significant adverse effects on the resource.* *Significance of impact after mitigation: Less than significant*				
Disturb any human remains, including those interred outside of formal cemeteries?	*Less Than Significant Impact*	*No Impact*	*Less Than Significant Impact*	*Less Than Significant Impact*	*Less Than Significant Impact*
5. HAZARDS AND HAZARDOUS MATERIALS–Will the project:					
Result in a safety hazard in the vicinity of an airport or airstrip for people visiting or working in the project area?	*Less Than Significant Impact*	*No Impact*	*Less Than Significant Impact*	*Less Than Significant Impact*	*Less Than Significant Impact*
Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	*Potentially Significant Impact Unless Mitigated*	*No Impact*	*Potentially Significant Impact Unless Mitigated*	*No Impact*	*Potentially Significant Impact Unless Mitigated*
	Proposed mitigation for potentially significant impacts: ***Hazards 1****—The AOC will conduct a Phase II Environmental Site Assessment to provide additional data for evaluating the potential for future exposure to hazardous materials that may be affecting the shallow groundwater beneath the proposed project site. If the Phase II Environmental Site Assessment identifies hazardous materials, the AOC will remediate the site by removing the contaminated materials and sources of contamination, and will dispose of the materials in full compliance with all legal requirements.* ***Hazards 2****—If hazardous materials are found during excavation of the project site for the new courthouse, the AOC will remediate the site by removing the contaminated materials and sources of contamination and will dispose of the materials in full compliance with all legal requirements.* *Significance of impact after mitigation: Less than significant*				
11. TRANSPORTATION/TRAFFIC–Will the project:					
Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system?	***SIGNIFICANT & UNAVOIDABLE IMPACT***	*No Impact*	***SIGNIFICANT & UNAVOIDABLE IMPACT***	***SIGNIFICANT AND UNAVOIDABLE IMPACT*** ~~*Less Than Significant Impact*~~	***SIGNIFICANT & UNAVOIDABLE IMPACT***
	Proposed mitigation for significant and unavoidable impacts: no mitigation is available. ~~***Traffic 1*** *(2013 Scenario)—Revise signal timing for the Caltrans intersection at Center/Lafayette—EB SR4 off-ramp. This will improve Level of Service from E to D.~~ *Significance of impact after mitigation: Significant and unavoidable*				
Exceed a level of service standard established by the county congestion management agency for designated roads or highways?	*Less Than Significant Impact*	*No Impact*	*Less Than Significant Impact*	*Less Than Significant Impact*	*Less Than Significant Impact*

Environmental Resource and Issue	Proposed Project	No Project Alternative	Hunter Square Expanded Alternative	Washington Street Alternative	Private Parcels Alternative
Produce a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	*No Impact*	*No Impact*	*No Impact*	*No Impact*	*No Impact*
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	***SIGNIFICANT & UNAVOIDABLE IMPACT***	*No Impact*	***SIGNIFICANT & UNAVOIDABLE IMPACT***	*Potentially Significant Impact Unless Mitigated* ~~No Impact~~	*No Impact*
	Proposed mitigation for potentially significant impacts: ***Traffic 2*** *(2013 Scenario)—The poor Level of Service condition for the El Dorado/Weber intersection is based on highly conservative assumptions that all traffic from the courthouse project and the approved projects – Stockton City Hall and San Joaquin County Administration Building are new projects and will use Weber Street as the main access. In reality, project related traffic will be spread out to garages throughout the downtown area rather than concentrating on Weber Avenue. As such, the Level of Service E and F conditions as predicted in the study are not likely to occur. No mitigation is available for the intersection of El Dorado/Weber Street other than to promote public transit and bicycle use by providing free bus passes for employees and installing bike racks and lockers and shower facilities at the new courthouse. Survey results indicated very few employees currently use public transit or ride bikes to work. In addition, the AOC will encourage alternative transportation by implementing a Parking, Transit, and Alternative Modes Plan, which will include the following elements:* • *Preferential parking for high efficiency/low impact vehicles,* • *Compact vehicle and motorcycle parking,* • *Courthouse vanpool or shuttle,* • *Transit passes for courthouse employees,* • *Secure bike parking/bike lockers, and* • *Shower facilities for bike commuters.* *Significance of impact after mitigation: Significant and unavoidable*				

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2.0 INTRODUCTION

2.2.2 Public Review of the Revised Environmental Impact Report

This document constitutes the Draft EIR. It describes the project and the environmental setting (existing conditions), identifies the project's environmental impacts, identifies mitigation measures for impacts found to be significant or potentially significant, and analyzes project alternatives.

~~The AOC will circulate this Draft EIR for public review and comment for a period of 45 days. During this period, stakeholders may submit comments on the Draft EIR's accuracy and completeness to the lead agency. The 45-day public review period will be January 23, 2009 to March 9, 2009. When the public review period is complete, the AOC will prepare a Final EIR that will include stakeholders' comments on the Draft EIR, the AOC's responses to the comments, any revisions to the Draft EIR, and any new available information. Together, the Draft EIR and Final EIR will make up the EIR for the proposed project.~~

The AOC will circulate this Revised Draft EIR for public review and comment for a period of 45 days. During this period, stakeholders may submit comments on the Revised Draft EIR's accuracy and completeness to the AOC. However, since the AOC previously circulated the Draft EIR for public review, the AOC will not accept comments on portions of the Draft EIR that are not included in this Revised Draft EIR. The 45-day public review period for the Revised Draft EIR will be May 7, 2009 to June 20, 2009. When the public review period for the revised Draft EIR is complete, the AOC will prepare a Final EIR that will include stakeholders' comments on the Draft EIR and the Revised Draft EIR, the AOC's responses to the comments, any revisions to the Draft EIR and Revised Draft EIR, and any new available information. Together, the Draft EIR and the Revised Draft EIR and Final EIR will make up the EIR for the proposed project.

Interested parties can submit written comments on the Revised Draft EIR to the AOC during this 45-day review period via postal mail, email, or fax to:

Mr. Jerome Ripperda
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Office of Court Construction and Management
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833-3509
E-mail: Jerry.Ripperda@jud.ca.gov
Phone: (916) 263-8865
FAX: (916)-263-8140

~~The AOC will hold a public meeting to discuss the project and the AOC's CEQA compliance on February 19, 2009 at the Downtown Transit Center Boardroom at 421 E. Weber Avenue in Stockton, CA. Interested parties can submit oral and written comments during the February 19 public meeting.~~

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3.0 PROJECT DESCRIPTION

The AOC proposes to construct a new courthouse in Stockton's Hunter Square for the Court. The proposed courthouse property is immediately west of the County's existing Courthouse/Administration Building, which is at 222 East Weber Avenue. The AOC's proposed project consists of:

- The AOC's acquisition of an approximately 1-acre parcel through a donation from the City of Stockton,
- Design and construction of a new courthouse facility,
- Modification of a portion of the Main Street mall, the Main Street fountain, and an adjacent park area,
- Movement of the Court's staff and operations from the existing Courthouse and other leased space in downtown Stockton to the new courthouse,
- Addition of vehicle traffic to a portion of the Main Street mall, and
- Operation of the new courthouse by the AOC to support the Court's operations.

3.2 PURPOSE AND OBJECTIVES OF THE PROPOSED PROJECT

The purpose of the proposed project is to provide the Court with a new courthouse. The project's objectives are to provide:

- A new courthouse with improved security features, public access and public service features, and working and operational features for the Court's staff;
- Courthouse facilities that increase the efficiency of the Court's staff and operations and increase the Court's ability to serve residents of San Joaquin County;
- Courthouse facilities that promote efficient interaction and communication between the Court's staff and other government agencies' staff and between the Court's staff and other parties involved in judicial proceedings;
- A new courthouse that is as accessible as the current courthouse for persons involved in judicial proceedings, government agency personnel, and the public; and
- Court facilities that comply with the State of California's Building Code.

The AOC expects that the new courthouse will help the Court offer expanded services and serve the increasing number of visitors who will otherwise visit the Court's downtown Stockton facilities.

3.4 PROJECT CHARACTERISTICS

3.4.1 New Courthouse

The proposed project includes the AOC's acquisition through a donation from the City of the approximately 1-acre Hunter Square parcel from the City, design and construction of a new courthouse, and operation of the courthouse for the Court. Figures 1 and 2 show the proposed project location, and Figure 4 provides a conceptual site plan.

The new courthouse building's entrance will face northeastward toward Weber Avenue and the existing Courthouse/Administration Building. The new courthouse will be 12 stories and approximately 220 feet tall, and it will have approximately 325,000 building gross square feet of space. The lower four to six floors of the building (the "podium") will be approximately 160 feet wide (east/west direction) and approximately 220 feet long (north/south direction). The upper portions of the building (the "tower") will be approximately 100 feet wide (east/west direction) and approximately 220 feet long (north/south direction). Thus, the "tower" of the building will have a smaller footprint than the "podium." The footprint of the entire building will be approximately 0.8 acres. The new courthouse building will have a basement that extends approximately 15 feet below ground surface.

The building's entrance will face northeast toward Weber Avenue and the Courthouse/Administration Building, but it will be set back approximately 50 feet from Weber Avenue. The courthouse will have a plaza and public area between the building and Weber

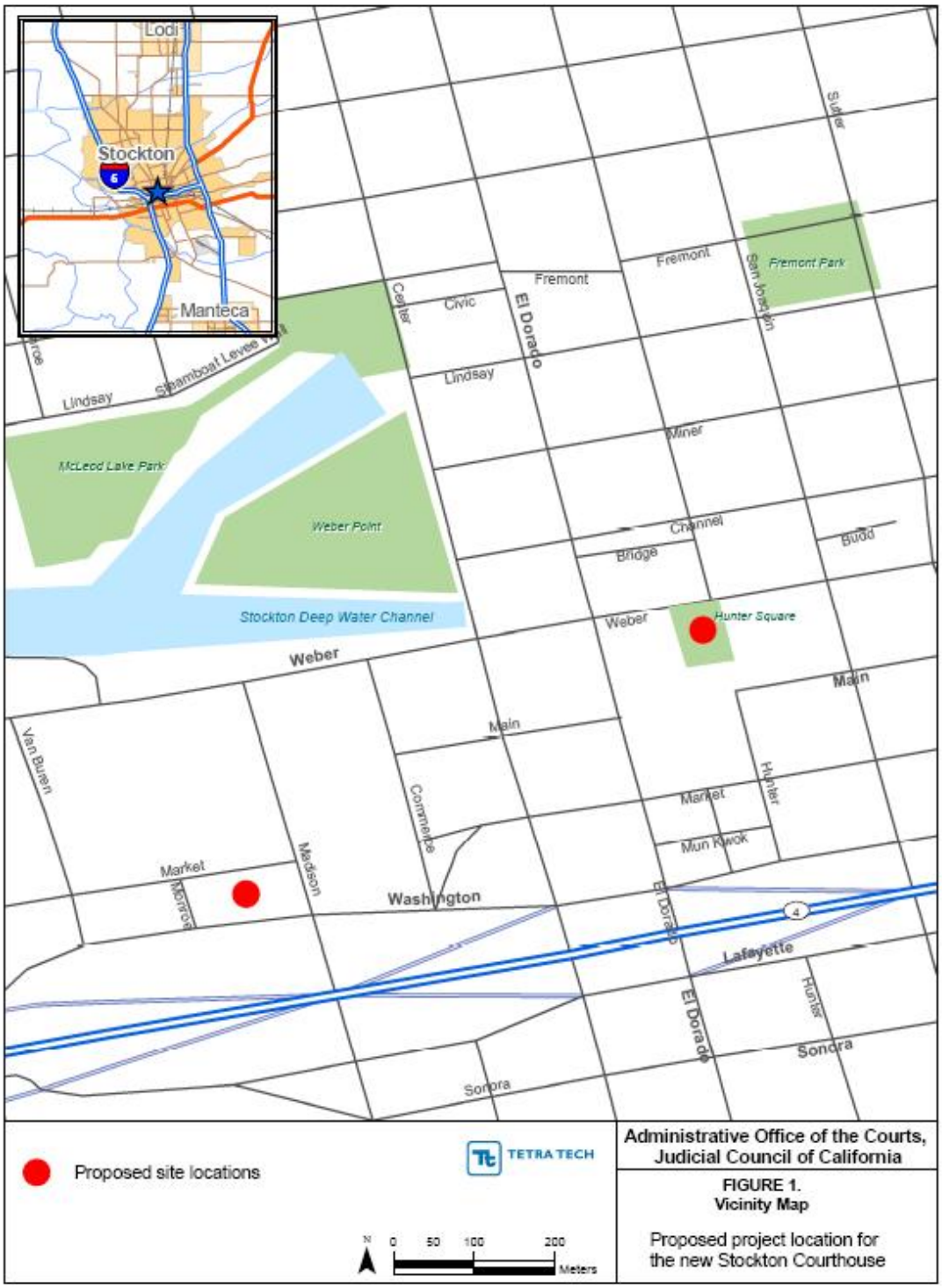
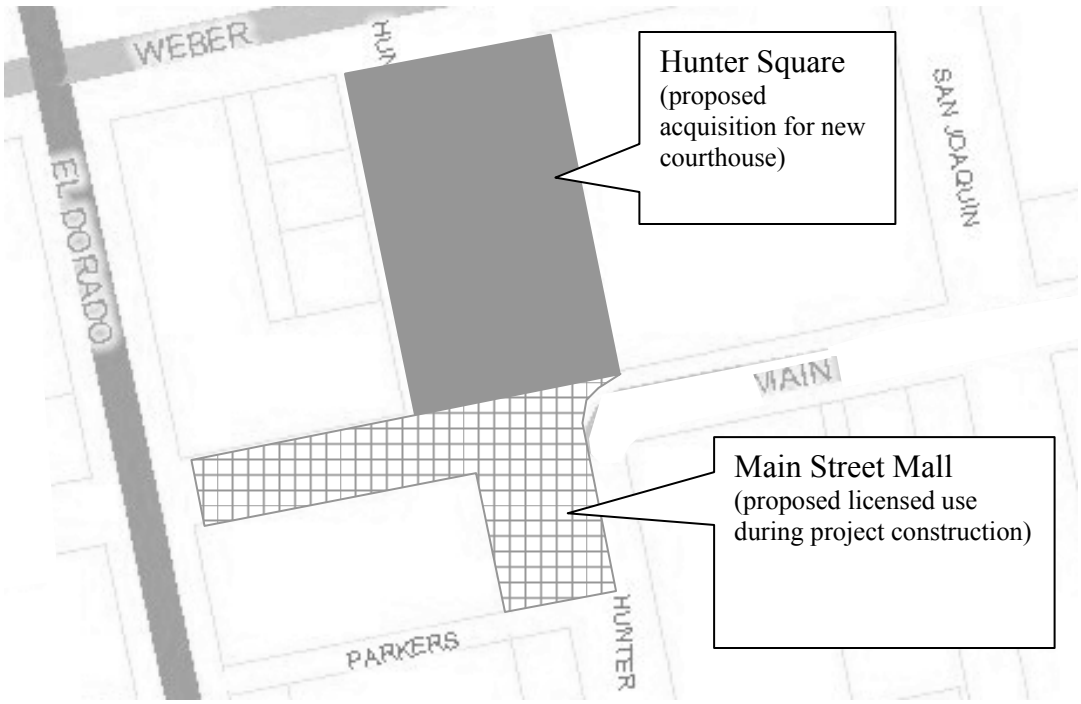


Figure 1. Vicinity Map of Proposed Courthouse

Figure 2. Existing Downtown Stockton Courthouse

Figure 3. Proposed Project Site – Acquisition and License Property

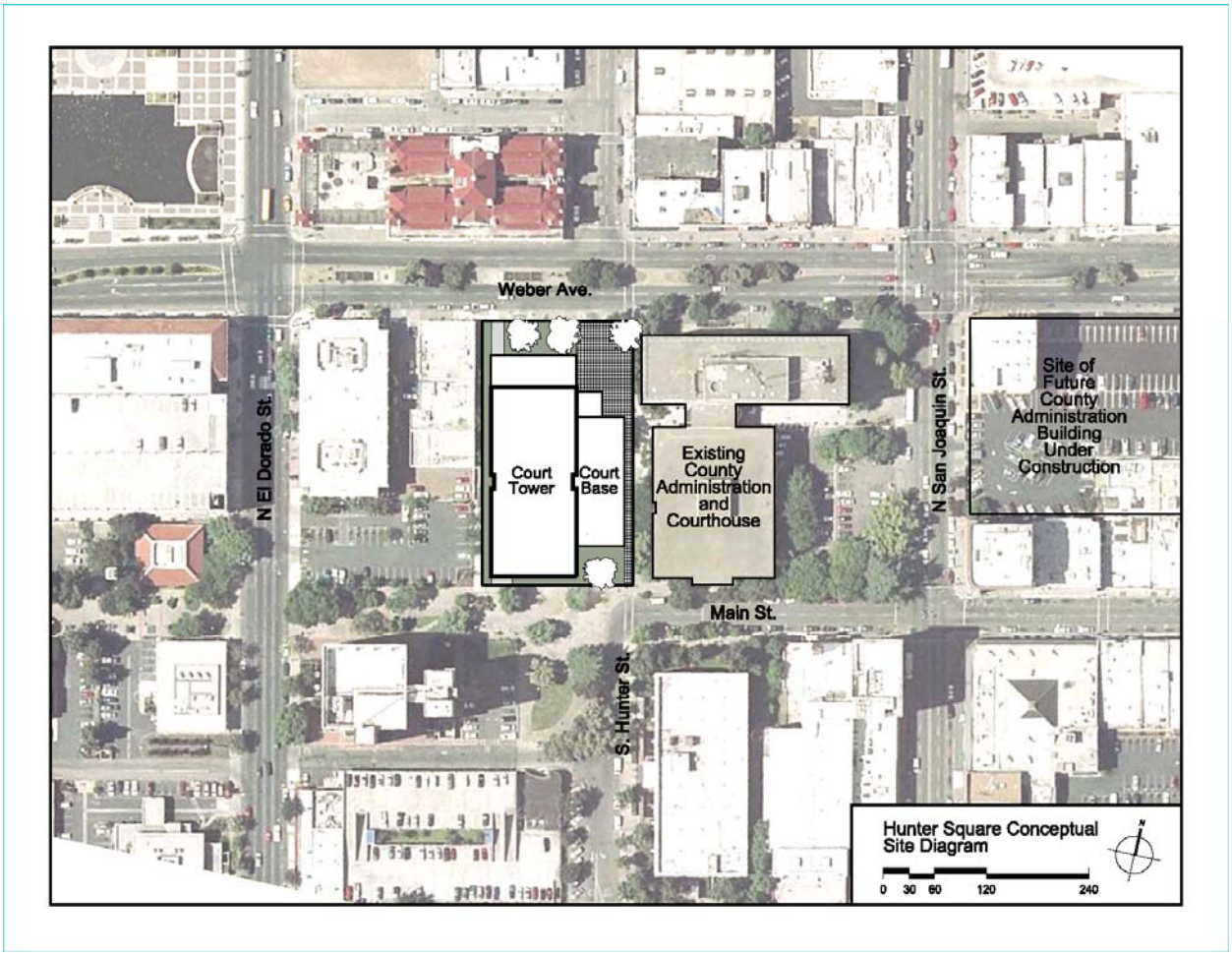


Avenue; landscaped areas on the east, south, and west sides of the building; and secure vehicle access facilities on the south side. The AOC understands that the County plans to construct a public plaza on the site of the Courthouse/Administration Building after the AOC's completion of the proposed courthouse. The courthouse's landscaped grounds will be adjacent to the County's future plaza.

The new courthouse will have 30 courtrooms and associated judicial chambers, a lobby and entrance area, jury assembly and meeting areas, the Office of the Clerk of the Court, executive administrative offices, security operations area, office space for the court's staff, a public document review area, meeting rooms, waiting rooms, and building support space. The lower floors of the new courthouse will contain central clerk functions, public counters, and high-seating capacity courtrooms. The courthouse's public spaces will provide display spaces for a history of Hunter Square, the history of San Joaquin courthouses, and public art. Remaining courtrooms, additional court support space, and court administration offices will occupy the upper floors.

The new courthouse will support felony, misdemeanor, traffic infractions, miscellaneous infractions, civil, small claims, juvenile dependency, mental health, probate, and family law functions. The courtrooms will have holding capability for in-custody detainees and access to a separate secure circulation system to maximize functional flexibility of the courtrooms.

Figure 4. Plan for Proposed New Stockton Courthouse



Secure parking for judicial officers and Court executives, a sallyport (a secured building entrance that connects to a secured building area), Sheriff's facilities, in-custody detainee holding facilities, and building service areas will be in the building's basement. The southern courthouse grounds will include a ramp that will connect the Main Street pedestrian mall to the basement. The basement will also have an exit ramp and driveway connection to Weber Avenue for Sheriff's buses and service vehicles.

The project will modify the Main Street mall between South Hunter Street and El Dorado Street. The AOC's construction contractor will remove the existing raised pool and fountain during construction. The AOC will enhance the landscaping, benches, and pavement of the new water feature area.

As noted above, the courthouse project will add a driveway across the Main Street mall to allow delivery vehicles, Sheriff's busses, judicial officers, and court executives to enter the courthouse's entrance ramp to the courthouse's basement. The AOC will add a driveway cut to the mall near the Main Street intersection with South Hunter Street. The AOC will install

appropriate California Building Code Title 24 markers, (see Figure 5) on the pavement of the Main Street mall to mark vehicle lanes on the mall near the courthouse ramps and to warn pedestrians of vehicle traffic in the mall area.

Figure 5. Example Marker for California Building Code Title 24 Compliance

The AOC will base the design of the new courthouse on its *Principles of Design for California Court Buildings* (AOC 2008d). The AOC adapted these principles from the *Guiding Principles for Federal Architecture* by Daniel Patrick Moynihan, Hon. AIA and on the *Excellence in Public Buildings Initiative*, by Stephan Castellanos, FAIA, former State Architect of California. These principles include:

- Court buildings shall represent the dignity of the law, the importance of the activities within the courthouse, and the stability of the judicial system;
- Court buildings shall represent an individual expression that is responsive to local context, geography, climate, culture, and history, and shall improve and enrich the sites and communities in which they are located;
- Court buildings shall represent the best in architectural planning, design, and contemporary thought, and shall have requisite and adequate spaces that are planned and designed to be adaptable to changes in judicial practice;
- Court buildings shall be economical to build, operate, and maintain;
- Court buildings shall provide a healthy, safe, and accessible environment for all occupants; and
- Court buildings shall use proven best design and construction practices and technology with careful use of natural resources.

The AOC will seek Leadership in Energy and Environmental Design (LEED) Silver Certification for the new courthouse. The LEED system includes criteria for green practices that incorporate sustainability, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation and design processes. Projects earn points for attaining criteria listed in the LEED checklist (Appendix C). Achieving a LEED Silver rating requires obtaining 33 to 39 points out of 69 possible points.

The AOC estimates that the total project cost will be approximately $232 million without financing or land costs. The AOC's proposed project schedule is:

- Acquire the courthouse site in 2009,
- Prepare preliminary plans, drawings, and bid documents in late 2009 and 2010,
- Prepare working drawings in 2010,
- Bid and award the construction contract in early 2011,
- Begin construction in 2011,
- Complete construction in early 2013,
- Vacate the Court's space in the Courthouse/Administration Building and other leased space in Stockton and begin Court operations in the new courthouse in early 2013, and
- Transfer the AOC's interest in the Courthouse/Administration Building to the County after the Court begins operations in the new courthouse.

4.0 ENVIRONMENTAL ANALYSIS

4.03 CULTURAL RESOURCES

4.03.3 Potential Impacts and Mitigation Measures

4.03.3.1 Historic Resources

Potential Impact: Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.05?—~~Potentially~~ Significant and Unavoidable. The proposed project will directly affect Hunter Square by constructing a new courthouse on the proposed site. The courthouse will replace the existing parking lot and park. On the Main Street mall, the project will remove the raised pool and existing fountain during construction.

As noted earlier in Section 4.03.2.2, a CEQA lead agency must determine if a proposed project will affect resources listed in the National Register of Historical Resources or the California Register of Historical Resources. The AOC concludes that Hunter Square is not listed in the National Register of Historical Resources or the California Register of Historical Resources. The proposed project site is not located within the previously proposed City~~'s~~ downtown historic district (Architectural Resources Group, 2000). In addition, the City's Cultural Heritage Board rejected a nomination in 1979 (see Appendix F) to designate Hunter Square as a historic landmark; therefore Hunter Square is not currently on a local list of historic resources. The AOC understands that the City's Cultural Heritage Board recently recommended designation of Hunter Square as a historic site. If approved by the City Council, Hunter Square will become an official historic site.

Section 4.03.2.2 explains that if a lead agency determines that a cultural resource is not listed in the National Register or California Register or a local list, the lead agency must still evaluate a resource's significance using the California Register criteria. The Historic Environmental Consultants' report (see Appendix F) concluded that: "The Square appears to have been acknowledged by the public as possessing historic significance, and is still an important public gathering place within the downtown area. It is also recognized as a good reflection of urban planning programs of the 1960s era. While its current appearance differs from the original, it is still an open space that suggests its longtime status as a community gathering place and focal point."

As noted earlier, the Downtown Stockton Management District describes Hunter Square as the "Heart of Stockton." It also emphasizes that Hunter Square has been the site for many important historical events (Downtown Stockton Management District 2008).

For evaluation of Hunter Square relative to the criteria of the California Register, the AOC concludes:

1. The Historic Environmental Consultants report emphasizes Hunter Square's historical associations, community uses over time, and representation of an important past design theme, and as a traditional open space and "place" in the heart of downtown Stockton. These features of Hunter Square are part of Stockton's cultural heritage;

2. The historical association with Charles Weber includes Weber's ownership of the land for a period of time, donation of the land to the City, and layout of Hunter Square as part of the City's original street grid. These features indicate Hunter Square's association with the life of a person important in Stockton's past;

3. Regarding Hunter Square's potential embodiment of the distinctive characteristics of a type, period, region or method of construction or representation of the work of a master, or possession of high artistic values, the AOC notes that there have been water structures and other features on Hunter Square in the past, but these features are no longer present. Stockton subsequently developed the current improvements in the square in the 1960s to make it an attractive site for gatherings, meetings, or community use; the Historic Environmental Consultant's report describes the square's current features as "…a competent … example of the Modernist movement…" and "… a notable effort by Stockton professional designers." However, the AOC notes that "competent" and "notable" do not meet the standards of Criterion 3 of the California Register, which include "…distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important individual, or possesses high artistic values…" (Public Resources Code Section 5024.1).

The Judicial Branch's *Principles of Design for California Court Buildings* (AOC 2008d) includes the principle that court buildings shall represent an individual expression that is responsive to local context, geography, climate, culture, and history, and shall improve and enrich the sites and communities in which they are located. In accordance with this principle and to complete its evaluation of the project's impacts on archaeological resources, the AOC concludes that Hunter Square is a significant historic resource based on its contribution to the patterns of Stockton's cultural heritage and its association with the life of Charles Weber. Since the past features are no longer present and the current features Main Street fountain and Hunter Square pool do not meet the criteria of the California Register, the AOC concludes that the square Main Street fountain and Hunter Square pool does not qualify as a significant cultural resources under the "…potential embodiment of the distinctive characteristics…" criterion. Therefore, Since the project will cause a substantial adverse change in a significant cultural resource, the construction impacts and operational impacts of the proposed courthouse on historic resources will be potentially significant. The City informed the AOC that the City was proceeding with the proposed designation of Hunter Square as a historic site and that information in Appendix F supported the conclusion that the loss of Hunter Square is a significant and unavoidable impact. The AOC concludes that the proposed project's conversion of part of Hunter Square to a courthouse building is a significant and unavoidable impact.

Mitigation Measures:

Cultural Resources 1—The courthouse's public spaces will provide display spaces for a history of Hunter Square (including its association with Charles Weber), the history of San Joaquin courthouses (including Hunter Square's association with the courthouses), and public art related to Hunter Square's link to Stockton's cultural heritage;

Cultural Resources 2—As recommended by the Historic Environmental Consultant's report, the proposed new courthouse project will maximize new public space around the proposed Courthouse with open space and landscaping to accommodate public use;
Cultural Resources 3 (Aesthetics 2)—The AOC will construct a new water feature on the Main Street mall between South Hunter Street and El Dorado Street; and
Cultural Resources 4—As stated earlier, the AOC understands that the County is updating its Master Plan for the existing Courthouse/Administration Building (County of San Joaquin 2008), and the County's plans include demolition of the existing building and construction of a large plaza on the site. The AOC will coordinate layout and design of its proposed parcel's public space with the County to maximize public space and accommodate public use.

The AOC concludes that the above mitigation measures will reduce impacts ~~to a level that is less than significant~~, but the impacts will remain significant and unavoidable.

4.11 TRAFFIC AND CIRCULATION

The January 2009 Traffic Analysis by PHA Transportation Consultants assumed that the County will use the existing Court Wing of the San Joaquin Courthouse/Administration Building after the AOC's completion of the new courthouse. As noted in Section 1.4.4, the County informed the AOC that County does not plan to occupy the vacated space for long-term operations. To incorporate the revised assumption for the County's future use of the Court Wing and other assumptions (see Section 4.11.2.1), Crane Transportation Group provided a new Year 2013 analysis and findings from this Traffic Study Addendum replace those previously developed in the September 2008 San Joaquin County Court Traffic Study by PHA Transportation Consultants.

This section evaluates the potential impacts of the project in terms of traffic and circulation and is based on a transportation impact study prepared by ~~PHA Transportation Consultants~~ Crane Transportation Group (see Appendix H). This chapter provides information on potential traffic impacts of the proposed project on local streets and regional freeway interchanges. The analysis also evaluates potential impacts on public transit operations, bicycle facilities, site access, circulation, and parking.

4.11.2 Analytical Framework

4.11.2.1 Analytical Methodology

To identify the potential traffic impact with the proposed project, the traffic study evaluated traffic operations at 15 nearby street intersections that provide access to the Hunter Square site and five intersections near the alternate site at Washington Street. Crane Transportation Group evaluated a "Base Case" (Year 2013 without Project) condition and a Base Case (Year 2013) + New Courthouse condition. ~~The PHA Transportation Consultants' study evaluates traffic Level of Service for four scenarios "Existing Conditions," "Approved Project Conditions," "Project Conditions," and "Short-term 2103~~

Conditions." "Existing Conditions," traffic is based on traffic counts collected in May 2008. The "Approved Project Conditions" adds traffic from the County Administration Building, which is under construction, and the proposed new City Hall at East Main Street. The "Project Conditions" scenario adds traffic from the proposed Courthouse project. The "Short-term 2013 Conditions" looks at potential traffic conditions five years into the future. Comparing traffic Level of Service among the study scenarios will identify the incremental impact of the proposed Courthouse project –The study focused on traffic operation during commute hours 7-9 a.m. and 4-6 p.m.

4.11.2.2 Study Assumptions

The PHA Transportation Consultants' traffic study assumed that the County will use the Court's existing space in the Courthouse/Administration Building as office space after the AOC's completion of the new courthouse. As a result, the study evaluates the project with the assumption that the existing Courthouse/Administration Building will continue to have its current level of traffic trips and the proposed courthouse's traffic will be entirely new trips. Due to the County's recent approval of its Master Plan Update (County of San Joaquin 2008), the AOC understands that the County will not use most of the Court's existing space. Therefore, the project is actually a re-location of the existing Court operations from the existing Courthouse/Administration Building and the Courthouse Annex, and much of the estimated traffic is already using the downtown street system. This study approach overestimates the traffic impact of the project.

The estimated traffic distribution also assumes that all Court-related traffic, traffic associated with the new County Administration Building, and the proposed new City Hall will use Weber Avenue to access downtown parking during the morning peak traffic period and to exit the downtown area during the afternoon peak traffic period. In reality, many County and Court employees and visitors will use other streets as they will park at garages and parking lots throughout the downtown area. In other words, only a small percentage of the estimated employees and visitors will actually use Weber Street. Consequently, the estimated traffic impact on Weber Street is also overstated.

As a new project, The proposed courthouse project is expected to generate approximately 650 590 inbound and 66 outbound trips during the AM morning peak hour trips and 60 inbound and 334 outbound trips during the PM peak hour390 afternoon peak hour trips. These trips were estimated based on trip rates established by surveys conducted at the existing courthouse on Weber Avenue

The following input data have been adjusted for the revised year 2013 analysis.

- Net New Courthouse Development: The new courthouse will have 285,000 square feet of space and 17,000 square feet of ground level parking for judges and administrative officers. In conjunction with development of the new courthouse, a ± 50,000-square-foot wing of the existing (adjacent) courthouse will be demolished, rather than be utilized for office space. Thus, the net change in court-related office space in downtown Stockton will be 235,000 square feet (285,000 BGSF – 50,000 BGSF), not the 285,000 BGSF previously used by PHA Transportation Consultants;

- New Stockton City Hall: Stockton is currently consolidating City Hall functions from many facilities in downtown Stockton to the Washington Mutual (WaMu) Building bounded by Market, Main, Sutter, and California streets. Facilities currently used by the City will then, for the most part, be utilized as office space for other businesses. As a result, City employees will be occupying space formerly utilized by other workers in the WaMu building, while space formerly occupied by City workers will be utilized by staff associated with businesses moving into the old City offices. The net result will be no significant change in traffic in the downtown area. Therefore, this study projects no change in traffic activity in downtown Stockton due to the new City Hall, unlike the previous study which conservatively assumed an entirely new work force in downtown Stockton;
- Assignment of New Courthouse Traffic to Local Street System: Net new traffic due to the proposed Hunter Square courthouse has been assigned to the two major garages in the downtown area that will most likely be used by staff and jurors. Specifically, the Stewart-Eberhardt Garage south of Weber Street and accessed via both El Dorado Street and Center Street will be utilized by ± 85 percent of the jurors and 15 percent of the staff, while the Coy Garage south of Channel Street and accessed via Hunter Street will be utilized by 15 percent of the jurors and 85 percent of the staff. The previous study assigned all courthouse traffic to the block of the new courthouse. For analysis of the alternative courthouse site along Washington Street, all parking will be within surface lots just west and north of the courthouse building or along nearby streets; and
- The net increase in trip generation to/from downtown Stockton will be the same for the Washington Street alternative site as for the proposed site in Hunter Square. However, the streets serving the alternative site will attract the full trip generation potential of the new courthouse (per Table 5 – 590 inbound and 66 outbound trips during the AM peak hour, with 60 inbound and 334 outbound trips during the PM peak hour). The elimination of 50,000 square feet of existing courthouse space will then result in a reduction of traffic to/from the vicinity of this facility (per Table 5 – removal of 99 inbound and 12 outbound trips during the AM peak hour, with 44 inbound and 99 outbound trips eliminated during the PM peak hour). The alternative site courthouse will also result in about 90 new AM peak hour vehicle trips being made from the downtown area to the new courthouse. These trips will be made from the DA's office, probation office, public defender's office, City/County offices and private offices. Currently, these trips are made by foot in the downtown area and will continue to be made on foot with the new courthouse at Hunter's Square.

To evaluate hazards, analysts evaluated traffic controls and pedestrian crossing facilities at intersections near the proposed courthouse parcel. Analysts also observed vehicle movements through intersections to monitor vehicle driver:pedestrian interactions.

To evaluate parking, analysts tabulated the availability of parking spaces near the proposed courthouse parcel. Analysts evaluated parking space availability on September 9, 2008 during 8:30 to 9:30, 10:15-11:15, and 1 p.m. to 2 p.m. periods. The September 9 survey area included on-street parking areas within several blocks of the proposed courthouse site; the Stewart-Eberhardt, Coy, Channel Street, Market Street, and County Motor Pool parking garages, and several parking lots. The AOC also

repetitively evaluated parking space availability in the Stewart-Eberhardt, Coy, and County Motor Pool parking garages during October 2008 and November 2008.

4.11.3 Potential Impacts and Mitigation Measures

4.11.3.1 Traffic Increase and Level of Service

Potential Impact: Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system?—Significant and Unavoidable. Table 4-21 shows traffic Level of Service for existing conditions, ~~, approved projects conditions, and project conditions~~ and Table 4-25 shows projected Year 2013 traffic Level of Service for base conditions and base + project conditions. The analyses indicate that the project's Level of Service impacts will be less than significant impacts for traffic passing through the City's intersections that are separated from the State Route 4-linked intersections. For the Washington Street and Lafayette Street intersections that link with State Route 4 ramps, the project's Level of Service impacts to State Route 4-linked intersections will be less than significant. ~~Results indicated that all of the study intersections will operate at acceptable Level of Service under the approved projects scenario and project scenario.~~

Table 4-26 lists data from the Traffic Study's AM queuing analysis. The base condition for the El Dorado/Washington Street intersection will exceed the street segment's storage, but all other intersection segments will have adequate storage. Since the base + project's queuing increases AM queuing at the intersection El Dorado/Washington Street intersection, the project will have a significant impact to the intersection. PM queuing impacts did not exceed storage areas (See Appendix H). ~~Table 4-26 shows the projected traffic Level of Service for short-term 2013 scenario. Under the short-term 2013 scenario, two of the study intersections will operate at unacceptable conditions.~~

- El Dorado/Weber intersection is projected to operate at Level of Service F (PM),
- Center/Lafayette/EB State Route 4 off-ramp is projected to operate at Level of Service E (AM)

As discussed earlier, the above analysis is based on a highly conservative assumptions that the Courthouse, the County Administration Building, and the Proposed Stockton City Hall are new projects and that all traffic related to these projects will use Weber Avenue to access these sites. In reality, all of these three projects are relocations from one site to another and would not add new traffic to the downtown area. Further, employees and visitors traveling to and from these projects will not all using Weber Avenue as they will park at different garages. As such, the projected Level of Service E and F conditions are not likely to occur, and the project's impact at these intersections will be less than significant.

In the vicinity of the proposed project, State Route 4 extends in an approximate east:west direction and has the following connecting ramps:

- Eastbound State Route 4 connects with a combination of northbound Interstate 5 lanes, southbound Interstate 5 lanes, and exit ramp lanes to the intersection of Lafayette Street/Center Street;
- Eastbound State Route 4 connects with an entry ramp from the intersection of Lafayette Street/El Dorado Street;
- Eastbound State Route 4 connects with exit ramp lanes to the intersection of Lafayette Street/Stanislaus Street;
- Eastbound State Route 4 connects with an entry ramp from the intersection of Lafayette Street/Stanislaus Street;
- Westbound State Route 4 connects with exit ramp lanes to the intersection of Washington Street/Stanislaus Street;
- Westbound State Route 4 connects with an entry ramp from the intersection of Washington Street/Stanislaus Street;

- Westbound State Route 4 connects with exit ramp lanes to the intersection of Washington Street/El Dorado Street; and
- Westbound State Route 4's ramp to northbound Interstate 5 lanes and southbound Interstate 5 lanes connects with an entry ramp lanes from the intersection of Lafayette Street/Center Street.

Analysts evaluated traffic flow and merge/diverge concerns on State Route 4 by driving the freeway segments and ramps and observing traffic flow. For the eastbound State Route 4 connection with northbound Interstate 5 lanes, southbound Interstate 5 lanes, and exit ramp lanes to the intersection of Lafayette Street/Center Street, the AOC concludes that the project's additional trips will cause increased lane changes and therefore cause significant impacts at the connection; since the AOC cannot change the State Route 4, Interstate 5, and Lafayette Street/Center Street exit ramp, the AOC concludes that the project's impacts are significant and unavoidable. For the westbound State Route 4's ramp to northbound Interstate 5 lanes and southbound Interstate 5 lanes connects with a entry ramp lanes from the intersection of Lafayette Street/Center Street, the project's additional trips will cause increased lane changes and therefore cause significant impacts at the connection; since the AOC cannot change the State Route 4, Interstate 5, and Washington Street/Center Street entry ramp, the AOC concludes that the project's impacts are significant and unavoidable. For the remaining State Route 4 connecting ramps, analysts did not observe merge and diverge problems, and the AOC therefore concludes that the project's impacts will be less than significant.

Mitigation Measures: The AOC concludes that there is no feasible timing improvement or widening improvement that can mitigate the El Dorado/Washington Street intersection impacts to a level that is less than significant. As noted above, the AOC also concludes that there are no feasible mitigation measures for the project's impacts to the eastbound State Route 4 connection with northbound Interstate 5 lanes, southbound Interstate 5 lanes, and exit ramp lanes to the intersection of Lafayette Street/Center Street and the project's impacts to the westbound State Route 4's ramp to northbound Interstate 5 lanes and southbound Interstate 5 lanes connects with a entry ramp lanes from the intersection of Lafayette Street/Center Street. ~~The following mitigation measure will reduce the potentially significant intersection impacts to levels that are less than significant:~~

~~**Traffic 1** *(2013 Scenario)* — Revise signal timing for the Caltrans intersection at Center/Lafayette – EB SR4 off-ramp. This will improve Level of Service from E to D.~~

~~**Table 4-25: Project Conditions Traffic Operation (Level of Service) Analysis**~~
~~**New Stockton Courthouse Traffic Study – Stockton**~~

			~~Existing Conditions~~		~~Existing+ Approved Projects~~		~~Existing + Approved + Project~~	
~~Study Intersections~~		~~Time~~	~~Delay~~	~~LOS~~	~~Delay~~	~~LOS~~	~~Delay~~	~~LOS~~
~~1.~~	~~Center/Park~~	~~AM~~	~~13.0~~	~~B~~	~~12.8~~	~~B~~	~~13.5~~	~~B~~
		~~PM~~	~~15.6~~	~~B~~	~~16.5~~	~~B~~	~~14.5~~	~~B~~
~~2.~~	~~El Dorado/Park~~	~~AM~~	~~4.8~~	~~A~~	~~4.7~~	~~A~~	~~4.8~~	~~A~~
		~~PM~~	~~7.5~~	~~A~~	~~6.9~~	~~A~~	~~7.8~~	~~A~~
~~3.~~	~~Center/Oak~~	~~AM~~	~~6.5~~	~~A~~	~~5.9~~	~~A~~	~~5.7~~	~~A~~
		~~PM~~	~~5.1~~	~~A~~	~~6.1~~	~~A~~	~~5.0~~	~~A~~

4.	El Dorado/Oak	AM	12.6	B	4.5	A	4.5	A
		PM	6.3	A	5.6	A	4.8	A
5.	Center/Fremont	AM	8.0	A	7.5	A	7.5	A
		PM	17.3	B	7.2	A	10.2	A
6.	El Dorado/Fremont	AM	7.9	A	5.8	A	8.3	A
		PM	14.5	B	8.3	A	9.7	A
7.	Center/Weber	AM	11.2	B	11.6	B	11.1	B
		PM	17.4	B	40.1	D	50.2	D
8.	El Dorado/Weber	AM	15.4	B	15.9	B	38.4	D
		PM	25.9	C	36.4	D	71.3	E
9.	Weber/California	AM	9.4	A	10.3	B	10.6	B
		PM	10.7	B	11.6	B	11.7	B
10.	Center/Washington	AM	10.0	A	5.7	A	6.2	A
		PM	15.4	B	14.4	B	41.5	D
11.	El Dorado/Washington—WB SR 4 off ramp	AM	14.1	B	15.1	B	23.0	C
		PM	30.8	C	24.4	C	27.5	C
12.	Stanislaus/Washington–WB SR 4 off ramp	AM	20.3	C	23.0	C	24.4	C
		PM	15.8	B	20.6	C	22.0	C
13.	Center/Lafayette–EB SR 4 off ramp	AM	26.5	C	21.7	C	28.7	C
		PM	12.9	B	18.7	B	19.6	B
14.	El Dorado/Lafayette—WB SR 4 off ramp	AM	8.0	A	7.6	A	7.2	A
		PM	15.9	B	13.7	B	12.3	B
15	Stanislaus/Lafayette–EB SR 4 off ramp	AM	21.0	C	25.9	C	26.4	C
		PM	24.3	C	32.2	C	37.1	D

Notes:
Delay = Stop delay per vehicle in seconds
LOS = Level-of-Service

The delay shown in Synchro (and all HCM methods) is the delay per vehicle. When vehicle volume is added, the total aggregate delay in the numerator goes up. However, so does the number of vehicles in the denominator. In some cases, the aggregate delay may not go up as significantly as the volume, hence the delay/vehicle actually goes down. This is not uncommon, especially with pre-timed signal operation when you have some reserve time (such as increasing the volumes for the non critical movements).

Table 4-26: Short-term 2013 Traffic Operation (Level of Service) Analysis
New Stockton Courthouse Traffic Study – Stockton

	Study Intersections	Time Period	Delay	LOS
1.	Center/Park	AM	14.7	B
-		PM	17.2	B
2.	El Dorado/Park	AM	5.0	A
-		PM	7.5	A
3.	Center/Oak	AM	6.1	A
-		PM	5.9	A
4.	El Dorado/Oak	AM	4.5	A
-		PM	5.6	A
5.	Center/Fremont	AM	8.2	A
-		PM	9.7	A
6.	El Dorado/Fremont	AM	9.0	A
-		PM	9.7	A
7.	Center/Weber	AM	11.9	B
-		PM	47.1	D
8.	El Dorado/Weber	AM	62.5	E
-		PM	90.3	F
9.	Weber/California	AM	11.4	B
-		PM	12.2	B
10.	Center/Washington	AM	6.7	A
-		PM	55.9	E
11.	El Dorado/Washington – WB SR 4 off-ramp	AM	31.6	C
-		PM	33.6	C
12.	Stanislaus/Washington – WB SR 4 off-ramp	AM	48.4	D
		PM	33.7	C
13.	Center/Lafayette- EB SR 4 off-ramp	AM	61.8	E
		PM	31.6	C
14.	El Dorado/Lafayette – WB SR 4 off-ramp	AM	8.5	A
		PM	13.2	B
15.	Stanislaus/Lafayette- EB SR 4 off-ramp	AM	32.6	C
		PM	52.2	D

Table 4-25: Base and Base + Project Conditions Traffic Operation (Level of Service) Analysis

	Study Intersections	Time	Base Case		Base Case + Project	
			Delay	LOS	Delay	LOS
1	Center/Park	AM	11.8	B	12.0	B
		PM	20.5	C	20.5	C
2	El Dorado/Park	AM	5.9	A	5.9	A
		PM	9.2	A	9.2	A
3	Center/Oak	AM	8.1	A	8.1	A
		PM	5.4	A	5.4	A
4	El Dorado/Oak	AM	4.5	C	4.5	A
		PM	5.2	A	5.2	A
5	Center/Fremont	AM	5.2	A	5.2	A
		PM	5.1	C	5.2	A
6	El Dorado/Fremont	AM	102	B	10.2	B
		PM	10.9	C	10.9	A
7	Center/Weber	AM	11.9	B	11.9	B
		PM	20.3	C	21.1	C
8	El Dorado/Weber	AM	12.9	B	12.9	B
		PM	11.3	B	12.3	B
9	Weber/California	AM	13.0	B	13.1	B
		PM	11.7	B	11.7	B
10	Center/Washington	AM	13.9	B	13.9	B
		PM	10.7	B	11.1	C
11	El Dorado/Washington – WB SR 4 off-ramp	AM	24.5	C	28.5	C
		PM	48.5	D	48.7	F
12	Stanislaus/Washington-WB SR 4 off-ramp	AM	23.6	C	24.8	C
		PM	17.7	B	18.7	B
13	Center/Lafayette- EB SR 4 off-ramp	AM	28.0	C	45.8	D
		PM	14.2	B	14.5	B
14	El Dorado/Lafayette –WB SR 4 off-ramp	AM	9.4	A	10.0	B
		PM	21.8	C	21.8	C
15	Stanislaus/Lafayette- EB SR 4 off-ramp	AM	47.2	D	49.4	D
		PM	45.9	D	49.4	D

Notes:

Delay = Stop delay per vehicle in seconds

LOS = Level-of-Service

Table 4-26: 95th percentile AM Peak Hour Vehicle Queuing Year 2013 Proposed Hunter Square Courthouse Site

Intersection	Approach	Storage (Per Lane) In Feet	95th Percentile Queuing (Per Lane) In Feet	
			Base Case	Base Case + Project
Center Street/Park Street	SB Center Street Through	300	223	235
Center Street /Oak Street	SB Center Street Through	300	57	60
Center Street /Fremont Street	SB Center Street Through	270	34	34
Center Street /Weber Avenue	WB Weber Avenue Through/left	290	38	38
Center Street / Washington Street	SB Center Street	300	22	23
	WB Washington Street	300	125	125
Center Street /Lafayette Street	SB Center Street Left	210	189	196
	SB Center Street Through	210	66	66
El Dorado Street / Lafayette Street	NB El Dorado Street	330	96	97
	EB Lafayette Street Left	330	113	154
El Dorado Street / Washington Street	NB El Dorado Street Through	210	233	284
El Dorado Street /Weber Street	NB El Dorado Street Through/EB	500	188	188
	Weber Through/Left	300	75	75
El Dorado Street / Fremont Street	NB El Dorado Street Through	280	140	140
El Dorado Street /Oak Street	NB El Dorado Street Through	275	38	38
El Dorado Street /Park Street	NB El Dorado Street Through	300	22	22

- **Traffic 2** *(2013 Scenario)*—The poor Level of Service condition for the El Dorado/Weber intersection is based on highly conservative assumptions that all traffic from the courthouse project and the approved projects—Stockton City Hall and San Joaquin County Administration Building are new projects and will use Weber Street as the main access. In reality, project related traffic will be spread out to garages throughout the downtown area rather than concentrating on Weber Avenue. As such, the Level of Service E and F conditions as predicted in the study are not likely to occur. No mitigation is available for the intersection of El Dorado/Weber Street other than to promote public transit and bicycle use by providing free bus passes for employees and installing bike racks and lockers and shower facilities at the new courthouse. Survey results indicated very few employees currently use public transit or ride bikes to work. In addition, the AOC will encourage alternative transportation by implementing a Parking, Transit, and Alternative Modes Plan, which will include the following elements:

- Preferential parking for high efficiency/low impact vehicles,
- Compact vehicle and motorcycle parking,
- Courthouse vanpool or shuttle,
- Transit passes for courthouse employees,
- Secure bike parking/bike lockers, and
- Shower facilities for bike commuters.

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5.0 ALTERNATIVES

5. 2 HUNTER SQUARE EXPANDED ALTERNATIVE

The Hunter Square Expanded proposes acquisition of several adjacent properties to expand the proposed courthouse parcel (see Figure 11). It includes the Hunter Square parcel plus: (1) the AOC's purchase from current owners of any of the three private parcels that are west of Hunter Square, (2) the alley that is west of the three private parcels through donation from the City, and (3) the AOC's purchase from the Bank of America of the current the eastern portion of the Bank of America's parking area (the portion of the parking area south of the three private parcels and north of the Main Street pedestrian mall). The acreage of this site will be approximately 1.8 acres.

If the AOC acquires any of the three private parcels, the AOC will demolish associated buildings prior to construction of the new courthouse. The proposed Hunter Square Expanded courthouse will be generally similar to the courthouse described for the proposed project (Section 3.5); it will be approximately 220 feet tall, have approximately 325,000 square feet of space, and have 12 stories with a basement. The footprint of the building will occupy approximately 0.8 acres. The entrance of the building will face northeastward towards Weber Avenue and the current San Joaquin Courthouse/Administration Building, and the building will be set back approximately 50 feet from the street. There will be a plaza area between the building and Weber Avenue, and the courthouse will include landscaped areas on the east and west sides. The south side of the courthouse will have secured vehicle access facilities to the basement of the building. The Hunter Square Expanded alternative's larger parcel size will allow the AOC to expand the area of the proposed building's lower floors and provide more open space around the building's eastern and western sides.

5.2.03 Cultural Resources

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5.2.03.2 Potential Impacts and Mitigation Measures

The AOC's analysis of the Hunter Square Expanded alternative's potential impacts uses the same analytical methodology, regulatory background, and standards of significance as the Hunter Square alternative. See Section 4.03.2 for a discussion of these issues.

5.2.03.2.1 Historic Resources

Potential Impact: Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.05?—~~Potentially~~ Significant and unavoidable. The AOC's revised Section 4.03.3.1 discusses historic resource issues for Hunter Square and the Main Street mall and concludes that the impacts are ~~potentially~~ significant and unavoidable. The City's ~~*Revised*~~ *Draft Downtown Stockton Historic Resources Survey* concluded that the buildings were not historic resources. Therefore, the AOC concludes that demolition of the buildings on the parcels adjacent to Hunter Square is not a significant impact.

Mitigation Measures:

> Cultural Resources 1, Cultural Resources 2, Cultural Resources 3, and Cultural Resources 4 are included in Section 4.03.3.1 for mitigation of the impacts.

The AOC concludes that the above mitigation measures will reduce impacts of the Hunter Square Expanded alternative's impacts, but the Hunter Square Expanded impacts will be significant and unavoidable as explained in Section 4.03.3.1 ~~to a level that is less than significant~~.

5.2.11 Traffic and Circulation

This section evaluates the potential impacts of the project in terms of traffic and circulation and is based on a transportation impact study prepared by PHA Transportation Consultants (see Appendix H). This chapter provides information on potential traffic impacts of the proposed project, on local streets and regional freeway interchange. The analysis also evaluates potential impacts on public transit operations, bicycle facilities, site access, circulation, and parking. It should be noted that the environmental setting, access, street system, impact and mitigation measures described below are the same as those under the proposed project because the size and location of the project are essentially unchanged.

5.2.11.2 Potential Impacts and Mitigation Measures

The AOC's analysis of the Hunter Square Expanded alternative's potential impacts uses the same analytical methodology, regulatory background, and standards of significance as the Hunter Square alternative's analysis of utilities and service systems. See Section 4.11.2 for a discussion of these issues.

5.2.11.2.1 Traffic Increase and Level of Service

Potential Impact: Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system?—Significant and Unavoidable. The revised Section 4.11.3.1 provided results of the AOC's revised traffic analysis for the Hunter Square proposed project. The Hunter Square Expanded alternative's impacts are the same as the Hunter Square proposed project. ~~Table 5-3 shows traffic Level of Service for existing conditions, approved projects conditions, and project conditions. Results indicated that all of the study intersections will operate at acceptable Level of Service under the approved projects scenario and project scenario.~~

~~Table 5-4 shows the projected traffic Level of Service for short-term 2013 scenario. Under the short-term 2013 scenario, two of the study intersections will operate at unacceptable conditions:~~

- ~~El Dorado/Weber intersection is projected to operate at Level of Service F (PM),~~
- ~~Center/Lafayette/EB State Route 4 off-ramp is projected to operate at Level of Service E (AM~~

~~As discussed earlier, the above analysis is based on a highly conservative assumptions that the Courthouse, the County Administration Building, and the Proposed Stockton City Hall are new projects and that all traffic related to these projects will use Weber Avenue to access these sites. In reality, all of these three projects are relocations from one site to another and would not add new traffic to the downtown area. Further, employees and visitors traveling to and from these projects will not all using Weber Avenue as they will park at different garages. As such, the projected Level of Service E and F conditions are not likely to occur, and the project's impact at these intersections will be less than significant..~~

Mitigation Measures: As stated in Section 4.11.3.1, the AOC concludes that there is no feasible timing improvement or widening improvement that can mitigate the El Dorado/Washington Street intersection impacts to a level that is less than significant. There are also no feasible mitigation measures for the State Route 4 ramp impacts. ~~The following mitigation measure will reduce the potentially significant intersection impacts to levels that are less than significant:~~

~~**Traffic 1** *(2013 Scenario)*—Revise signal timing for the Caltrans intersection at Center/Lafayette—EB SR4 off-ramp. This will improve Level of Service from E to D.~~

~~**Table 5-3. Project Conditions Traffic Operation (Level of Service) Analysis**~~
~~**New Stockton Courthouse Traffic Study – Stockton**~~

			~~Existing Conditions~~		~~Existing+ Approved Projects~~		~~Existing + Approved + Project~~	
~~Study Intersections~~		~~Time~~	~~Delay~~	~~LOS~~	~~Delay~~	~~LOS~~	~~Delay~~	~~LOS~~
~~1.~~	~~Center/Park~~	~~AM~~	~~13.0~~	~~B~~	~~12.8~~	~~B~~	~~13.5~~	~~B~~
		~~PM~~	~~15.6~~	~~B~~	~~16.5~~	~~B~~	~~14.5~~	~~B~~
~~2.~~	~~El Dorado/Park~~	~~AM~~	~~4.8~~	~~A~~	~~4.7~~	~~A~~	~~4.8~~	~~A~~
		~~PM~~	~~7.5~~	~~A~~	~~6.9~~	~~A~~	~~7.8~~	~~A~~
~~3.~~	~~Center/Oak~~	~~AM~~	~~6.5~~	~~A~~	~~5.9~~	~~A~~	~~5.7~~	~~A~~
		~~PM~~	~~5.1~~	~~A~~	~~6.1~~	~~A~~	~~5.0~~	~~A~~
~~4.~~	~~El Dorado/Oak~~	~~AM~~	~~12.6~~	~~B~~	~~4.5~~	~~A~~	~~4.5~~	~~A~~
		~~PM~~	~~6.3~~	~~A~~	~~5.6~~	~~A~~	~~4.8~~	~~A~~

5.	Center/Fremont	AM	8.0	A	7.5	A	7.5	A
		PM	17.3	B	7.2	A	10.2	A
6.	El Dorado/Fremont	AM	7.9	A	5.8	A	8.3	A
		PM	14.5	B	8.3	A	9.7	A
7.	Center/Weber	AM	11.2	B	11.6	B	11.1	B
		PM	17.4	B	40.1	D	50.2	D
8.	El Dorado/Weber	AM	15.4	B	15.9	B	38.4	D
		PM	25.9	C	36.4	D	71.3	E
9.	Weber/California	AM	9.4	A	10.3	B	10.6	B
		PM	10.7	B	11.6	B	11.7	B
10.	Center/Washington	AM	10.0	A	5.7	A	6.2	A
		PM	15.4	B	14.4	B	41.5	D
11.	El Dorado/Washington –WB SR 4 off ramp	AM	14.1	B	15.1	B	23.0	C
		PM	30.8	C	24.4	C	27.5	C
12.	Stanislaus/Washington–WB SR 4 off ramp	AM	20.3	C	23.0	C	24.4	C
		PM	15.8	B	20.6	C	22.0	C
13.	Center/Lafayette–EB SR 4 off ramp	AM	26.5	C	21.7	C	28.7	C
		PM	12.9	B	18.7	B	19.6	B
14.	El Dorado/Lafayette –WB SR 4 off ramp	AM	8.0	A	7.6	A	7.2	A
		PM	15.9	B	13.7	B	12.3	B
15	Stanislaus/Lafayette–EB SR 4 off ramp	AM	21.0	C	25.9	C	26.4	C
		PM	24.3	C	32.2	C	37.1	D

Notes:

Delay = Stop delay per vehicle in seconds
LOS = Level-of-Service

Table 5-4. Short-term 2013 Traffic Operation (Level of Service) Analysis
New Stockton Courthouse Traffic Study – Stockton

	Study Intersections	Time Period	Delay	LOS
1.	Center/Park	AM	14.7	B
-		PM	17.2	B
2.	El Dorado/Park	AM	5.0	A
-		PM	7.5	A
3.	Center/Oak	AM	6.1	A
-		PM	5.9	A
4.	El Dorado/Oak	AM	4.5	A
-		PM	5.6	A
5.	Center/Fremont	AM	8.2	A
-		PM	9.7	A
6.	El Dorado/Fremont	AM	9.0	A
-		PM	9.7	A
7.	Center/Weber	AM	11.9	B
-		PM	47.1	D
8.	El Dorado/Weber	AM	62.5	E
-		PM	90.3	F
9.	Weber/California	AM	11.4	B
-		PM	12.2	B
10.	Center/Washington	AM	6.7	A
-		PM	55.9	E
11.	El Dorado/Washington – WB SR 4 off ramp	AM	31.6	C
-		PM	33.6	C
12.	Stanislaus/Washington – WB SR 4 off ramp	AM	48.4	D
		PM	33.7	C
13.	Center/Lafayette –EB SR 4 off ramp	AM	61.8	E
		PM	31.6	C
14.	El Dorado/Lafayette – WB SR 4 off ramp	AM	8.5	A
		PM	13.2	B
15.	Stanislaus/Lafayette –EB SR 4 off ramp	AM	32.6	C
		PM	52.2	D

Notes:

Delay = Stop delay per vehicle in seconds
LOS = Level of Service

- **Traffic 2** *(2013 Scenario)*—As stated in The poor Level of Service condition for the El Dorado/Weber intersection is based on highly conservative assumptions that all traffic from the courthouse project and the approved projects – Stockton City Hall and San Joaquin County Administration Building are new projects and will use Weber Street as the main access. In reality, project related traffic will be spread out to garages throughout the downtown area rather than concentrating on Weber Avenue. As such, the Level of Service E and F conditions as predicted in the study are not likely to occur. No mitigation

is available for the intersection of El Dorado/Weber Street other than to promote public transit and bicycle use by providing free bus passes for employees and installing bike racks and lockers and shower facilities at the new courthouse. Survey results indicated very few employees currently use public transit or ride bikes to work. In addition, the AOC will encourage alternative transportation by implementing a Parking, Transit, and Alternative Modes Plan, which will include the following elements:

- Preferential parking for high efficiency/low impact vehicles,
- Compact vehicle and motorcycle parking,
- Courthouse vanpool or shuttle,
- Transit passes for courthouse employees,
- Secure bike parking/bike lockers, and
- Shower facilities for bike commuters.

5.3 WASHINGTON STREET ALTERNATIVE

The Washington Street alternative will include three blocks located north of Washington Street (see Figure 12). The AOC's proposed parcel site occupies approximately 4.0 acres and is currently undeveloped. The AOC will acquire the parcels through a donation by the City's Redevelopment Agency. This alternative site is south of Market Street, west of Madison Street, north of Washington Street, and east of Lincoln Street. The site was formerly a mixed residential, commercial, and light industry area, but the City of Stockton's Redevelopment Agency cleared the site. This alternative site is currently an unpaved vacant lot with a few trees. The site is approximately 300 feet north of State Route 4's connecting ramp to northbound Interstate 5 and adjacent to and south of the Weber Institute for Applied Science and Technology, a high school within the Stockton Unified School District. A large parking lot associated with the high school exists north of the proposed site. Residential apartments are located northeast of the proposed site. An undeveloped lot is west of the proposed site. The proposed site is CO, Commercial Office.

The Washington Street alternative's proposed courthouse will be generally similar to the proposed project courthouse described in Section 3.4; it will be approximately 220 feet tall, have approximately 325,000 square feet of space, and have 12 stories with a basement. Its entrance will face west towards the courthouse's parking lot and Lincoln Street. There will be landscaped areas on the north, east, and south sides of the courthouse; and fenced, secured vehicle access facilities will be on the building's south side for access to the courthouse's secured parking, sallyport, and service docks.

The project will utilize a combination of on-site surface parking, existing and new surface parking on adjacent parcels owned by the Stockton Unified School District, and on-street parking on Market Street, Monroe Street, Madison Street, and Washington Street. Table 5-5 lists data for the alternative's proposed parking.

The Washington Street alternative's construction schedule will be essentially the same as for the proposed project.

5.3.11 Traffic and Circulation

This chapter provides information on potential traffic impacts of the Washington Street alternative on local streets and regional freeway interchange. The analysis also evaluates potential impacts on public transit operations, bicycle facilities, site access, circulation, and parking.

5.3.11.1 Environmental Setting

5.3.11.2 Potential Impacts and Mitigation Measures

The AOC's analysis of the Washington Street alternative's potential impacts uses the same analytical methodology, regulatory background, and standards of significance as the Hunter Square alternative. See Section 4.11.2 for a discussion of these issues.

Study Assumptions

Section 4.11.2.1 described the AOC's analytical changes for the Revised Draft EIR. The AOC has applied these analytical changes to the Washington Street alternative. The Washington Street alternative will have similar square footage and is expected to generate similar amount of trips, 650 morning peak hour trips and 390 afternoon peak hour trips.

The proposed county court traffic will likely travel westbound on Washington Street and turn right into the court building and parking lot, assuming the access driveways are on Washington Street. Traffic leaving the site must first go west, then turn south on Lincoln, and east on Lafayette Street to head back to the freeway system, or to the north via El Dorado Street, and south via Center Street. Study intersections near the alternate site are controlled by stop signs.

5.3.11.2.1 Traffic Increase and Level of Service

Potential Impact: Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system?—Significant and Unavoidable. The Washington Street alternative's traffic Level of Service analysis indicated that all of the study intersections currently operate at Level of Service B or ~~better~~ A. Tables 5-9 and 5-10 provide the Traffic Study's results for the 2013 Base and Base + Washington Street alternative. The results are similar to the Hunter Square proposed project—LOS impacts of the alternative are less than significant at most intersections, but the alternative has a significant and unavoidable queuing impact to the El Dorado Street/Washington Street intersection. ~~and will continue to operate at Level of Service B or better under project conditions and short-term 2013 conditions. Traffic Level of Service was not evaluated for afternoon peak hour operation for the alternate site because the court project will generate much less traffic in the afternoon than in the morning.~~

As explained in Section 4.11.3.1, analysts evaluated traffic flow and merge/diverge concerns on State Route 4 by driving the freeway segments and ramps and observing traffic flow. For the eastbound State Route 4 connection with northbound Interstate 5 lanes, southbound Interstate 5 lanes, and exit ramp lanes to the intersection of Lafayette Street/Center Street, the AOC concludes that the Washington Street alternative's additional trips will cause increased lane changes and therefore cause significant impacts at the connection; since the AOC cannot change the State Route 4, Interstate 5, and Lafayette Street/Center Street exit ramp, the AOC concludes that the Washington Street alternative's impacts are significant and unavoidable. For the westbound State Route 4's ramp to northbound Interstate 5 lanes and southbound Interstate 5 lanes connects with a entry ramp lanes from the intersection of Lafayette Street/Center Street, the Washington Street alternative's additional trips will cause increased lane changes and therefore cause significant impacts at the connection; since the AOC cannot change the State Route 4, Interstate 5, and Washington Street/Center Street entry ramp, the AOC concludes that the Washington Street alternative's impacts are significant and unavoidable. For the remaining State Route 4 connecting ramps with Lafayette Street/El Dorado Street and Washington Street/El Dorado Street, analysts did not observe merge and diverge problems, and the AOC therefore concludes that the alternative's impacts at the other ramps will be less than significant.

~~Table 5-9 shows the projected traffic Level of Service for intersections near the Washington Street site. As indicated in proposed project scenario, two intersections, Weber /El Dorado and Center/Lafayette-SR EB off-ramp are projected to operate at unacceptable Level of Service. With the Washington Street alternative, the Weber/El Dorado intersection is likely to operate at better Level of Service since court traffic will not affect the westbound left-turn movement, which is a critical movement for the pm hour. However, the Center/Lafayette/EB State Route 4 off-ramp intersection is likely to remain at Level of Service E as with the proposed project at Hunter square site.~~

- ~~Center/Lafayette/EB State Route 4 off-ramp is projected to operate at Level of Service E (AM)~~

~~As discussed earlier, the above analysis is based on highly conservative assumptions that the Courthouse, the County Administration Building, and the Proposed Stockton City Hall are new projects and that all traffic related to these projects will use Weber Avenue to access these sites. In reality, all of these three projects are relocations from one site to another and would not add new traffic to the downtown area. Further, employees and visitors traveling to and from these projects will not all using Weber Avenue as they will park at different garages. As such, the projected Level of Service E and F conditions are not likely to occur, and the project's impact at these intersections will be less than significant.~~

Mitigation Measures: As stated in Section 4.11.3.1, the AOC concludes that there is no feasible timing improvement or widening improvement that can mitigate the El Dorado/Washington Street intersection impacts to a level that is less than significant. Also, the AOC also concludes that there are no feasible mitigation measures for the alternative's impacts to the eastbound State Route 4 connection with northbound Interstate 5 lanes, southbound Interstate 5 lanes, and exit ramp lanes to the intersection of Lafayette Street/Center Street and the project's impacts to the westbound State Route 4's connections with northbound Interstate 5 lanes, southbound Interstate 5 lanes, and entry ramp lanes from the intersection of Lafayette Street/Center Street. ~~The following mitigation measure will reduce the potentially significant intersection impacts to levels that are less than significant:~~

Traffic 1 *(2013 Scenario)*: Revise signal timing for the Caltrans intersection at Center/Lafayette –EB SR4 off-ramp. This will improve Level of Service from E to D.

Table 5-9 Washington Site Traffic Level of Service Analysis

New Stockton Courthouse Traffic Study – Stockton

			Existing Conditions		Existing+ Projects		Short-term 2013 Conditions	
Study Intersections		Time	Delay	LOS	Delay	LOS	Delay	LOS
17.	Van Buren/Weber	AM	12.3	B	12.3	B	13.3	B
18.	Madison/Weber	AM	11.4	B	12.1	B	13.2	B
19.	Madison/Market	AM	8.6	A	9.0	A	9.1	A
20.	Madison/Washington	AM	9.6	A	13.6	B	14.8	B
21.	Lincoln/Washington	AM	9.7	A	10.2	B	13.0	B
22.	Madison/Lafayette	AM	9.4	A	9.7	A	9.8	A

PHA Transportation Consultants – August 2008
All of the above intersections are controlled by stop signs.
LOS = Level of Service

Table 5-9: Base and Base + Washington Street Alternative's Traffic Operation (Level of Service) Analysis

	Study Intersections	Time	Base Case		Base Case + Project	
			Delay	LOS	Delay	LOS
1	Van Buren Street/Weber Avenue (unsignalized)	AM	1.2	A	3.2	A
2	Madison Street/Weber Avenue (unsignalized)	AM	0.8	A	0.9	A
3	Madison Street/Market Street (unsignalized)	AM	1.6	A	5.1	A
4	Madison Street/Washington Street (unsignalized)	AM	2.3	A	3.6	A
5	Lincoln Street/Washington Street (unsignalized)	AM	3.3	A	3.3	A
6	Madison Street/Lafayette Street (unsignalized)	AM	4.2	A	8.0	A
7	Center Street/Weber Avenue Street	AM	11.9	B		
		PM	20.3	C		
8	El Dorado Street/Weber Avenue	AM	12.9	B	12.9	B
		PM	11.3	B	11.3	B
9	Center Street/Weber Avenue	AM	11.9	B	12.1	B
		PM	20.3	C	26.6	C
10.	Center Street /Washington Street	AM	13.9	B	17.0	B
		PM	10.7	B	11.3	B
11	El Dorado Street /Washington Street – WB SR 4 off-ramp	AM	24.5	C	29.8	C
		PM	48.5	D	48.5	D
12	Center Street /Lafayette Street - EB SR 4 off-ramp	AM	28.0	C	47.6	D
		PM	14.2	B	16.0	B
13	El Dorado Street/Lafayette Street –WB SR 4 off-ramp	AM	9.4	A	9.5	A
		PM	21.8	C	21.9	C

Notes:

Delay = For unsignalized intersections, delay is average control delay per vehicle in seconds for the entire intersection (unsignalized intersection). For signalized intersections, delay is stop delay per vehicle in seconds.

LOS = Level-of-Service

Table 5-10: 95th percentile AM Peak Hour Vehicle Queuing Year 2013 For Washington Street Site

Intersection	Approach	Storage (Per Lane) In Feet	95th Percentile Queuing (Per Lane) In Feet	
			Base Case	Base Case + Project
Center Street/Weber Avenue	WB Weber Avenue Through/left	290	35	39
Center Street / Washington Street	SB Center Street Left	300	22	24
	WB Washington Street	300	125	189
Center Street/ Lafayette Street	SB Center Street Left	210	189	196
	SB Center Street Through	210	66	66
El Dorado Street/ Lafayette Street	NB El Dorado Street Through	330	96	97
	EB Lafayette	330	113	113
El Dorado Street/ Washington Street	NB El Dorado Street Through	210	233	254
El Dorado Street/ Weber Avenue	NB El Dorado Street Through/EB	500	188	188
	Weber Avenue Through/Left	300	75	93

5.3.11.2.4 Hazards Posed by Design Features

Potential Impact: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?— Potentially significant. The new courthouse design will conform to the California Building Code and will be generally consistent with City of Stockton design standards. Therefore, the proposed project will not include any increased hazards related to a design feature. Therefore, there will be no significant impacts related to the building's design.

Due to the Washington Street alternative's creation of 30 of courtrooms at the alternative site, operations of a new Washington Street courthouse will increase the number of vehicles passing through pedestrian crossings of Center Street, Weber Avenue, and Washington Street. Many of the pedestrians passing through these intersections during the morning AM peak hour are Weber Institute students. Potential impacts of the Washington Street alternative include:

1. Crosswalks at Center Street/Weber Avenue have traffic and pedestrian controls. However, due to the width of Weber Street, the AOC concludes that pedestrian-related impacts will be potentially significant;
2. The Weber Avenue/Madison Street crossing has no crosswalk and no traffic controls. Since West Market Street is a one-way eastbound street, drivers cannot use Madison Street to directly access a Washington Street courthouse's parking lots. Therefore, the AOC expects only a very minor number of vehicles to proceed from Weber Avenue onto southbound Madison Street. Since the traffic increase will be very minor, the AOC concludes that the alternative's impacts to the Weber Avenue/Madison Street crossing will be less than significant;

3. The Weber Avenue/Van Buren Street crossing has no crosswalk and no traffic controls. The AOC concludes that the alternative's impacts to the Weber Avenue/Van Buren Street crossing will be potentially significant;
4. For the Washington Street/Madison Street intersection, there are no pedestrian crosswalks, and the analysts noted that roadway curves between Commerce Street and Madison Street restrict westbound drivers' views of the Washington Street/Madison Street intersection. Since the AOC assumes that many drivers will park along Washington Street and Madison Street (see the Draft EIR's Section 5.3), the AOC concludes that the alternative's impacts to pedestrian and vehicle interactions through the Washington Street/Madison Street intersection will be potentially significant.

Mitigation Measures: The following mitigation measures will reduce the alternative's operational impacts to a level that is less than significant for the Center Street/Weber Avenue intersection, the Weber Avenue/Van Buren Street crossing, and the Washington Street/Madison Street intersection:

Traffic 5—For the Center Street/Weber Avenue intersection, the AOC will add pedestrian "islands" to the median areas of the Center Street crosswalks that traverse Weber Avenue;
Traffic 6—For the Weber Avenue/Van Buren Street crossing, the AOC will add pedestrian crosswalks to the south side of Weber Avenue at Van Buren Street. The AOC will also add pedestrian "peninsulas" to the southwestern and southeastern corners of the Weber Avenue/Van Buren Street intersection; and
Traffic 7—For Washington Street/Madison Street intersection, the AOC will add crosswalks to all crossings of the intersection and a pedestrian-controlled traffic control for the intersection.

5.4 PRIVATE PARCELS ALTERNATIVE

The Hunter Square project and the Hunter Square Expanded alternative require the AOC's acquisition and use of the Hunter Square parcel for the proposed courthouse. At the AOC's July 2008 scoping meeting, stakeholders suggested that the AOC consider an alternative location for the proposed courthouse that will preserve Hunter Square and utilize privately owned parcels near the southeast corner of the intersection of Weber Avenue and El Dorado Avenue. To evaluate this stakeholder suggestion, the AOC added the Private Parcels alternative which will include the AOC's purchase from the Bank of America acquisition of the Bank of America property, the AOC's purchase from the current owners of three private parcels west of the Hunter Square parcel, and the AOC's acquisition through a donation from the City of the City alley between the Bank of America building and the three parcels. The proposed courthouse site will be approximately 300 feet long in the north-south direction and 210 feet wide in the east-west direction; its area will be approximately 1.4 acres. This alternative will include demolition of the Bank of America building and the buildings on the three parcels that are immediately west of Hunter Square.

The Private Parcels alternative's proposed courthouse will be generally similar to the courthouse described in the Hunter Square Alternative's Section 3.5; it will be approximately 220 feet tall, have approximately 325,000 square feet of space, and have 12 stories with a basement. It will face Weber Avenue; be set back approximately 50 feet from Weber Avenue and El Dorado Avenue; have a public entrance that will face Weber Avenue; have a courtyard/public area on the east side of the building; include landscaped areas on the north and west sides; and have fenced, secured vehicle access facilities on the south side with no public access to the south side of the building.

Secure parking for judicial officers and Court executives, a sallyport (a secured building entrance that connects to a secured building area), Sheriff's facilities, in-custody detainee holding facilities, and building service areas will be in the building's basement. The southern courthouse grounds will include a ramp that will connect El Dorado Street to the basement. The basement will also have an exit ramp and driveway connection to Weber Avenue.

The Private Parcels alternative's construction operations and plans will differ from the proposed project's construction operations and plans (see Section 3.5). For the Private Parcels alternative, the AOC will seek the City's approval to utilize the Hunter Square parking area and the Main Street mall for construction staging areas and closure of the sidewalks adjacent to the proposed courthouse site. The AOC will not include the Main Street fountain or the landscaped area southwest of the Main Street/Hunter Street intersection in the staging area.

Implementation of this alternative depends on acquisition of adjacent properties including acquisition of Bank of America, the three private parcels east of Bank of America, and a city alley. This alternative will include demolition of the Bank of America building and three buildings east of Bank of America.

5.4.11 Traffic and Circulation

5.4.11.1 Potential Impacts and Mitigation Measures

The AOC's analysis of the Private Parcels alternative's potential impacts uses the same analytical methodology, regulatory background, and standards of significance as the proposed Hunter Square project. See Section 4.11.2 for a discussion of these issues.

5.4.11.2.1 Traffic Increase and Level of Service

Potential Impact: Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system?—Significant and Unavoidable. The traffic impacts for the Private Parcels alternative and mitigation measures for the impacts are essentially the same as the Hunter Square project's impacts described in the revised Section 4.11.3.1.

Mitigation Measures: As stated in Section 4.11.3.1, the AOC concludes that there is no feasible timing improvement or widening improvement that can mitigate the El Dorado/Washington Street intersection

impacts to a level that is less than significant. There are also no feasible mitigation measures for the State Route 4 ramp impacts.

5.5 COMPARISON OF ALTERNATIVES

5.5.1 Project Purpose and Objectives

One of the key factors in considering alternatives is whether they can feasibly attain most of the basic objectives of the project. Section 3.2 of this EIR describes the project purpose as providing the Court with a new courthouse, and project's objectives are to provide:

The purpose of the proposed project is to provide the Court with a new courthouse. The project's objectives are to provide:

- A new courthouse with improved security features, public access and public service features, and working and operational features for the Court's staff;
- Courthouse facilities that increase the efficiency of the Court's staff and operations and increase the Court's ability to serve residents of San Joaquin County;
- Courthouse facilities that promote efficient interaction and communication between the Court's staff and other government agencies' staff and between the Court's staff and other parties involved in judicial proceedings;
- A new courthouse that is as accessible as the current courthouse for persons involved in judicial proceedings, government agency personnel, and the public; and
- Court facilities that comply with the State of California's Building Code.

Chapters 4 and 5 evaluate the proposed project's impacts and alternatives' impacts. The AOC has not rejected any alternatives. Table 5-10 lists the environmental issues evaluated by this EIR and indicates whether the AOC concludes that the alternative will produce a significant impact before mitigation and whether mitigation measures can reduce a potentially significant impact to a level that is less than significant.

Table 5-11. Summary of Significant Impacts Before Mitigation and After Mitigation

Environmental Resource		Hunter Square		Hunter Square Expanded		Washington Street		Private Parcels	
		Before Mitigation	After Mitigation	Before Mitigation	After Mitigation	Before Mitigation	After Mitigation	Before Mitigation	After Mitigation
Aesthetics/ Visual Resources	Sig. & Unav	0	0	0	0	0	0	0	0
	Pot. Sig.	3	0	3	0	0	0	1	0
	Not Sig.	3	6	3	6	6	6	5	6
Air Quality	Sig. & Unav	0	0	0	0	0	0	0	0
	Pot. Sig.	0	0	0	0	0	0	0	0
	Not Sig.	8	8	8	8	8	8	8	8
Cultural Resources	Sig. & Unav	1	1	1	1	0	0	0	0
	Pot. Sig.	1	0	1	0	1	0	1	0
	Not Sig.	1	3	1	3	2	3	2	3
Geology	Sig. & Unav	0	0	0	0	0	0	0	0
	Pot. Sig.	1	0	1	0	1	0	1	0
	Not Sig.	4	0	4	0	4	0	4	0
Hazards & Hazardous Materials	Sig. & Unav	0	0	0	0	1	0	0	0
	Pot. Sig.	1	0	1	0	0	0	1	0
	Not Sig.	1	2	1	2	2	2	2	2
Hydrology & Water Quality	Sig. & Unav	0	0	0	0	0	0	0	0
	Pot. Sig.	0	0	0	0	0	0	0	0
	Not Sig.	2	2	2	2	2	2	2	2
Land Use	Sig. & Unav	0	0	0	0	0	0	0	0
	Pot. Sig.	1	0	1	0	0	0	1	0
	Not Sig.	1	2	1	2	2	2	1	2
Noise	Sig. & Unav	1	1	1	1	1	1	1	1
	Pot. Sig.	0	0	0	0	0	0	0	0
	Not Sig.	2	2	2	2	2	2	2	2
Public Services	Sig. & Unav	0	0	0	0	0	0	0	0
	Pot. Sig.	0	0	0	0	0	0	0	0
	Not Sig.	3	3	3	3	3	3	3	3
Recreation	Sig. &Unav	0	0	0	0	0	0	0	0
	Pot. Sig.	1	0	1	0	0	0	0	0
	Not Sig.	1	2	1	2	2	2	2	2
Traffic & Circulation	Sig. & Unav	1	1	1	1	1	1	1	1
	Pot. Sig.	1	0	1	0	1	0	1	0
	Not Sig.	5	6	5	6	6	6	6	6
Utilities & Service Systems	Sig. & Unav	0	0	0	0	0	0	0	0
	Pot. Sig.	0	0	0	0	0	0	0	0
	Not Sig.	4	4	4	4	4	4	4	4

Sig. & Unav= Significant and unavoidable impact; Pot. Sig.= Potentially Significant, Not Sig.= Less that significant or no impact

5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires a lead agency to identify an environmentally superior alternative and states "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

From the alternatives evaluated for the proposed project, the environmentally superior alternative will be the No Project Alternative. This alternative will avoid all significant impacts from the proposed project. However, in accordance with the CEQA Guidelines, an environmentally superior alternative must also be selected from the remaining project alternatives. The environmentally superior alternative among the remaining alternatives will be either the Washington Street Alternative or the Private Parcels Alternative. ~~This~~ Both of these alternatives will have only ~~one~~ two significant and unavoidable impacts.

APPENDIX H
New Traffic Technical Report

TRAFFIC IMPACT STUDY

SAN JOAQUIN COUNTY COURT BUILDING IN STOCKTON, CA TRAFFIC STUDY ADDENDUM

NEAR TERM HORIZON (YEAR 2013) REVISED TRAFFIC ANALYSIS

May 4, 2009

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APPENDIX

I. INTRODUCTION

This report has been prepared at the request of the AOC to detail the near term horizon (year 2013) off-site traffic impacts and needed mitigations to be associated with the proposed new Stockton Courthouse for the Superior Court of California, County of San Joaquin in downtown Stockton. Evaluation has been conducted for the proposed site near the Weber Street/Hunter Square intersection (Hunter Square site) as well as for an alternative site at the Washington Street/Madison Street intersection (Washington Street site) – see **Figure 1**. Year 2013 analysis and findings from this Traffic Study Addendum replace those previously developed in the September 2008 San Joaquin County Court Traffic Study by PHA Transportation Consultants.

II. SUMMARY OF SIGNIFICANT IMPACTS AND NEEDED MITIGATIONS

A. PROJECT YEAR 2013 SIGNIFICANT IMPACTS – HUNTER SQUARE COURTHOUSE SITE

IMPACT 1: 95TH PERCENTILE VEHICLE QUEUING

Northbound El Dorado Street Approach to Washington Street – AM Peak Hour
The proposed project would increase AM peak hour volumes by 12 percent (from 1,700 up to 1,905 vehicles) on this intersection approach, where year 2013 Base Case volumes would already have 95th percentile queues exceeding available storage.

MITIGATION 1:

There are no physical improvements nor feasible signal timing improvements available to reduce Base Case + Project 95th percentile queues on the northbound intersection approach to Base Case conditions.

This impact would remain significant and unavoidable.

B. PROJECT YEAR 2013 SIGNIFICANT IMPACTS – WASHINGTON STREET SITE

IMPACT 1A: 95TH PERCENTILE VEHICLE QUEUING

Northbound El Dorado Street Approach to Washington Street – AM Peak Hour
The proposed project would increase AM peak hour volumes by 6 percent (from 1,700 up to 1,796 vehicles) on this intersection approach, where year 2013 Base Case volumes would already have 95th percentile queues exceeding available storage.

MITIGATION 1A:

There are no physical improvements nor feasible signal timing improvements available to reduce Base Case + Project 95th percentile queues on the northbound intersection approach to Base Case conditions.

This impact would remain significant and unavoidable.

IMPACT 2: PEDESTRIAN (STUDENT) CROSSINGS AT UNSIGNALIZED INTERSECTIONS NEAR THE PROJECT SITE

The addition of project traffic to East Weber Street, South Madison Street, Washington Street and Market Street will increase safety concerns at unsignalized intersections for students walking to the nearby high school (Weber Institute). This is a particular concern for students crossing Weber Street due to its width.

MITIGATION 2:

Safety measures shall be installed at intersections near the project site to facilitate safe student crossings. Locations and measures will be selected by the school district and City of Stockton Public Works Department.

III. REVISED ANALYSIS – ADJUSTMENTS TO INPUT AND ASSUMPTIONS

The following input data have been adjusted for the revised year 2013 analysis.

- ***Net New Courthouse Development:*** The new courthouse will have 285,000 square feet of space and 17,000 square feet of ground level parking for judges and administrative officers. In conjunction with development of the new courthouse, a ± 50,000-square-foot wing of the existing (adjacent) courthouse will be demolished, rather than be utilized for office space. Thus, the net change in court-related office space in downtown Stockton will be 235,000 square feet (285,000 SQ.FT. – 50,000 SQ.FT.), not the 285,000 square feet previously used for analysis purposes.

- ***New Stockton City Hall:*** Stockton is currently consolidating City Hall functions from many facilities in downtown Stockton to the Washington Mutual (Wa Mu) Building bounded by Market, Main, Sutter and California streets. Facilities currently used by the City will then, for the most part, be utilized as office space for other businesses. As a result, City employees will be occupying space formerly utilized by other workers in the Wa Mu building, while space formerly occupied by City workers will be utilized by staff associated with businesses moving into the old City offices. The net result will be no significant change in traffic in the downtown area. Therefore, this study projects no change in traffic activity in downtown Stockton due to the new City Hall, unlike the previous study which conservatively assumed an entirely new work force in downtown Stockton.

- ***Assignment of New Courthouse Traffic to Local Street System:*** Net new traffic due to the proposed Hunter Square courthouse has been assigned to the two major garages in the downtown area that would most likely be used by staff and jurors. Specifically, the Stewart-Eberhardt Garage south of Weber Street and accessed via both El Dorado Street and Center Street would be utilized by ± 85 percent of the jurors and 15 percent of the staff, while the Coy Garage south of Channel Street and accessed via Hunter Street would be utilized by 15 percent of the jurors and 85 percent of the staff. In the previous study, all courthouse traffic was assigned to the block of the new courthouse. For analysis of the alternative courthouse site along Washington Street, all parking would be within surface lots just west and north of the courthouse building or along nearby streets.

IV. STUDY METHODOLOGY

A. ANALYSIS INTERSECTIONS

This study has evaluated operating conditions at 15 intersections providing access to the Hunter Square site and 12 intersections providing access to the alternative Washington Street site. Locations evaluated are as follows.

1. Hunter Square Site Intersections

1. Center Street/Park Street
2. El Dorado Street/Park Street
3. Center Street/Oak Street
4. El Dorado Street/Oak Street
5. Center Street/Fremont Street
6. El Dorado Street/Fremont Street
7. Center Street/Weber Street
8. El Dorado Street/Weber Street
9. Weber Street/California Street
10. Center Street/Washington Street – Westbound S.R.4 On-Ramp
11. El Dorado Street/Washington Street – Westbound S.R.4 Off-Ramp
12. Stanislaus Street/Washington Street – Westbound S.R.4 Off-Ramp
13. Center Street/Lafayette Street – Eastbound S.R.4 Off-Ramp
14. El Dorado Street/Lafayette Street – Eastbound S.R.4 On-Ramp
15. Stanislaus Street/Lafayette Street – Eastbound S.R.4 On-Ramp

2. Washington Street Alternative Site Intersections

1. Van Buren Street/Weber Street
2. Madison Street/Weber Street
3. Madison Street/Market Street
4. Madison Street/Washington Street
5. Lincoln Street/Washington Street
6. Madison Street/Lafayette Street
7. Center Street/Washington Street – Westbound S.R.4 On-Ramp
8. El Dorado Street/Washington Street – Westbound S.R.4 Off-Ramp

9. Center Street/Lafayette Street – Eastbound S.R.4 Off-Ramp
10. El Dorado Street/Lafayette Street – Eastbound S.R.4 On-Ramp
11. Center Street/Weber Street
12. El Dorado Street/Weber Street

B. SCENARIOS EVALUATED

Year 2013 is the projected year of project completion with full courthouse occupancy and operation. Scenarios evaluated were:

- Base Case (without Project)
- Base Case + New Courthouse

C. OPERATING CONDITIONS EVALUATED

The following conditions have been evaluated at each intersection

- Level of service and control delay
- Peak hour signal warrants at all unsignalized locations
- 95th percentile vehicle queuing on select approaches to each signalized intersection

D. INTERSECTION ANALYSIS METHODOLOGY

Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system.

Signalized Intersections. For signalized intersections, the 2000 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology was utilized. With this methodology, operations are defined by the level of service and average control delay per vehicle (measured in seconds) for the entire intersection. For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 1** summarizes the relationship between delay and LOS for signalized intersections.

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2000 Highway Capacity Manual (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay typically represented for the stop sign controlled approaches or turn movements. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. The following **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

In order to meet City of Stockton Transportation Impact Analysis Guidelines, the average overall intersection delay and level of service have been reported for all unsignalized intersections evaluated.

E. SOFTWARE

The Synchro software program has been utilized for signalized intersection level of service, delay and queuing evaluation, while the TRAFFIX software program has been utilized for unsignalized intersection level of service and delay evaluation.

F. MINIMUM ACCEPTABLE OPERATION

City of Stockton:[1] Intersections within the downtown area – LOS E

Caltrans:[2] Any intersections serving State Route 4 freeway ramps in downtown Stockton – LOS D

G. SIGNAL TIMING

Existing commute period signal timing has been utilized for evaluation of year 2013 traffic flow along the Center Street, El Dorado Street and Stanislaus Street corridors.

H. IMPACT SIGNIFICANCE CRITERIA

1. City of Stockton

The City of Stockton defines significant impact as follows:

- For a city intersection, a transportation impact for a project is considered significant if the addition of project traffic would cause an intersection that would function at LOS D or better without the project to function at LOS E or F with the project.

- For downtown intersections, the minimum acceptable condition is LOS E.

- For city intersections with an LOS E or F condition without the project (or LOS F condition in the downtown), a transportation impact for a project is considered significant if the addition of project traffic causes an increase of greater than 5 seconds in the average delay for the intersection.

Additionally, the California Environmental Quality Act (CEQA) defines as significant impact when a project:

- Causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.

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[1] City of Stockton Transportation Impact Analysis Guidelines, July 30, 2003.

[2] Caltrans District 10, Ms. Kathy Selsor, February 24, 2009, personal communication.

- Exceeds either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways.

- Substantially increases hazards because of a design feature.

- Results in inadequate emergency access.

- Results in inadequate parking capacity.

- Conflicts with adopted policies, plans or programs supporting alternative transportation.

2. Caltrans

For an S.R.4 freeway ramp intersection in downtown Stockton, a transportation impact for a project is considered significant if the addition of project traffic would cause an intersection that would function at LOS D or better without the project to function at LOS E or F with the project.

For ramp intersections with an LOS E or F Base Case condition without the project, the addition of one additional peak hour vehicle due to a project is considered significant.

I. PLANNED CIRCULATION SYSTEM IMPROVEMENTS BY 2013

Neither the City nor Caltrans have any improvements planned by 2013 for any of the analysis intersections.

V. YEAR 2013 BASE CASE (WITHOUT PROJECT) CONDITIONS – HUNTER SQUARE SITE (PROPOSED PROJECT)

A. VOLUMES

Year 2013 AM and PM peak hour Base Case volumes have been developed for the 15 analysis intersections based upon the following methodology.

1. Existing (year 2008) volumes have been increased at a rate of 3 percent per year (15 percent total). This is a conservatively high rate that would take into account traffic from all projects near the downtown area likely to be built and fully occupied by 2013.

2. Traffic projected from the County's under construction 250,000-square-foot Administration Building has been added to the existing volumes and the 15 percent background growth. Trip generation projections for the County building are contained in **Table 3** and reflect use of trip rates from the Institute of Transportation Engineers. Traffic assignment of County building volumes has been based upon locations of parking garages in close proximity to the building, while regional distribution has been based

upon employee distribution patterns for staff working at the adjacent courthouse. Regional distribution using this methodology is similar to findings from the City's traffic model as presented in the Draft EIR for the Proposed Stockton Waterfront Redevelopment Plan Amendment.[3]

Resultant 2013 weekday Base Case AM and PM commute peak hour volumes are presented in **Figures 2** and **3**, respectively.

B. INTERSECTION OPERATION

1. Level of Service

Table 4 presents year 2013 Base Case AM and PM commute peak hour levels of service and average control delay for the 15 signalized intersections evaluated in this study. As shown, all would be expected to operate acceptably during both peak traffic hours. **Figure 4** provides a schematic presentation of approach lanes and control utilized for all 15 analysis intersections. There were no changes from existing conditions.

2. 95th Percentile Vehicle Queuing

Tables 5 and **6** present year 2013 Base Case AM and PM commute peak hour 95th percentile vehicle queuing on select approaches to all 15 analyzed intersections. As shown, with one exception, no 95th percentile queue would be expected to extend to the adjacent upstream intersection. The one exception would be the northbound El Dorado Street approach to Washington Street during the AM peak hour, where queues would occasionally be expected to extend through the Lafayette Street intersection.

VI. PROJECT TRAFFIC IMPACTS – HUNTER SQUARE SITE (PROPOSED PROJECT)

A. PROJECT TRIP GENERATION

The proposed project will contain 285,000 square feet of courthouse and office space, in addition to parking on the ground floor for judges. When complete, the existing County courthouse operation will move into the new building. The existing courthouse will then be utilized for government office space, with the exception of a ± 50,000-square-foot wing which will be demolished.

Trip generation rates for the proposed courthouse have been developed based upon extensive trip generation surveys at the existing courthouse. Details of these surveys are contained in the September 2008 San Joaquin County Court Traffic Study. As shown in **Table 7**, the new courthouse would be expected to generate 590 inbound and 66 outbound trips during the AM peak hour, with 60 inbound and 334 outbound trips during the PM peak hour. On a daily basis the courthouse serves about 300 staff and 300 jurors. Therefore, during the AM peak hour the heavy inbound traffic would be split roughly 50 percent for each group of people. However,

[3] January 2009 City of Stockton and Wagstaff & Associates.

during the PM peak hour most jurors would have left for the day and the vast majority of traffic would be associated with staff. After allowance for the trips being removed from the system due to the elimination of the 50,000-square-foot wing of the existing courthouse, the proposed project would result in a net increase of about 491 inbound and 54 outbound trips during the AM peak hour, with 16 inbound and 235 outbound net new trips during the PM peak hour.

B. PROJECT TRIP DISTRIBUTION

Project traffic was assigned to the subregional roadway system based upon findings from court surveys of the residential ZIP codes of a representative sample of staff and jurors. **Figure 5** presents the percent regional distribution of court-related traffic based upon the findings of these surveys. Overall, the vast majority (70 to 80 percent) of both staff and jurors would be expected to use the S.R.4 freeway and either the I-5 or S.R.99 freeways to access downtown Stockton. Once in downtown Stockton, the majority (85 percent) of jurors are projected by the court to use the Stewart-Eberhardt Garage just south of Weber Street (which can be accessed from both El Dorado Street and Center Street). The remaining 15 percent are projected to use the Coy Garage, which would be accessed via Hunter Street just north of Weber Street. In contrast, about 85 percent of staff are projected to use the Coy Garage, with the remaining 15 percent using the Stewart-Eberhardt Garage. A small percentage of both staff and jurors would also be expected to use on-street parking or other nearby garages.

Overall, during the AM peak hour about 285 of the new inbound trips would be expected to access the Stewart-Eberhardt Garage with about 205 accessing the Coy garage or other nearby garages and on-street parking. There would have been up to about 305 vehicles accessing the Coy Garage or other nearby parking, except the removal of the 50,000-square-foot wing of the existing courthouse eliminated about 100 inbound employee trips during the morning commute.

Figures 6 and **7** present the increment of net new project traffic assigned to the local roadway system during the AM and PM peak traffic hours respectively, while **Figures 8** and **9** present year 2013 Base Case + Project AM and PM peak hour volumes.

Review of **Figure 6** presenting the AM commute peak hour pattern of inbound project traffic shows that of the ± 300 project vehicles leaving the S.R.4 interchange area and traveling north into downtown on El Dorado Street, about 220 would turn left into the Stewart-Eberhardt Garage (south of Weber Street, between Center and El Dorado streets), with the remaining ± 75 to 80 vehicles continuing north through the East Weber Street intersection or turning right to East Weber Street to access the Coy Garage or other nearby on-street parking. For vehicles traveling south into downtown on North Center Street and various side streets, about 65 vehicles would continue south of East Weber Street to turn left into the Stewart-Eberhardt Garage (for a total entry of 285 vehicles into this facility). The remaining 25 or so vehicles from the north or northwest would travel east of North Center Street and cross El Dorado Street (to the north of East Weber Street) to access the Coy Garage or on-street parking. The remaining Coy Garage inbound traffic would either be exiting the westbound S.R.4 freeway at Stanislaus Street (about 80 vehicles) or using other surface streets from north, northeast or east of downtown (about 20 vehicles).

C. PROJECT TRAFFIC IMPACTS

1. Intersection Level of Service

Table 4 shows that the net change in year 2013 Base Case traffic due to the proposed project would not be expected to produce a significant level of service impact at any analyzed location. No intersection would have acceptable AM or PM peak hour 2013 Base Case level of service degrade to unacceptable operation due to the addition of project traffic. Also, there would be no locations evaluated with unacceptable Base Case level of service.

2. 95th Percentile Vehicle Queuing

Tables 5 and **6** show that the net change in 2013 Base Case traffic due to the proposed project would produce a significant queuing impact at only one location: on the northbound El Dorado Street approach to Washington Street during the AM peak hour. Base Case operation would already experience unacceptable queuing and the proposed project would increase the 95th percentile vehicle queue from 233 up to 284 feet (per lane) with only 210 feet of storage (per lane). AM peak hour traffic on this approach would be increased from 1,700 up to 1,905 vehicles, a 12 percent increase.

This would be significant impact #1.

VII. ALTERNATIVE SITE EVALUATION

A. YEAR 2013 BASE CASE (WITHOUT PROJECT) CONDITIONS – WASHINGTON STREET SITE

1. Volumes

Year 2013 Base Case volumes have been developed for 12 intersections during the AM peak hour and 6 intersections during the PM peak hour using the same methodology as previously described for intersections serving the proposed courthouse site. Six intersections along the Center Street and El Dorado Street corridors have been evaluated for both time periods, including the freeway ramp intersections with Washington and Lafayette streets. However, only AM peak hour conditions have been evaluated at 6 intersections adjacent to or near the alternative site due to minimum volume levels in this area during the PM peak hour. Volumes during the AM peak hour are higher due to the presence of traffic associated with an adjacent high school and this is the critical time period for local intersection operation. It should also be noted that there are students crossing many of the unsignalized intersections in the immediate vicinity of the alternative site, both before and after school.

Figures 10 and **11** present year 2013 Base Case AM and PM peak hour volumes.

2. Intersection Operation

a. Level of Service

Table 8 shows that all evaluated intersections would be operating at acceptable year 2013 Base Case levels of service during both the AM and PM peak traffic hours. The 6 unsignalized intersections evaluated for this study in close proximity to the courthouse site would all be operating at level of service A conditions. **Figure 12** provides a schematic presentation of approach lanes and control at the intersections evaluated for the alternative site.

b. Signal Warrant Evaluation

i. Methodology

Traffic signals are used to provide an orderly flow of traffic through an intersection. Many times they are needed to offer side street traffic an opportunity to access a major road where high volumes and/or high vehicle speeds block crossing or turn movements. They do not, however, increase the capacity of an intersection (i.e., increase the overall intersection's ability to accommodate additional vehicles) and, in fact, often slightly reduce the number of total vehicles that can pass through an intersection in a given period of time. Signals can also cause an increase in traffic accidents if installed at inappropriate locations.

There are 8 possible tests for determining whether a traffic signal should be considered for installation. These tests, called "warrants", consider criteria such as actual traffic volume, pedestrian volume, presence of school children, and accident history. The intersection volume data together with the available collision histories were compared to warrants contained in the *Manual on Uniform Traffic Control Devices* (MUTCD), Federal Highway Administration, 2003, California Supplement, which has been adopted by the State of California as a replacement for *Caltrans Traffic Manual*. Section 4C of the MUTCD provides guidelines, or warrants, which may indicate need for a traffic signal at an unsignalized intersection. As indicated in the MUTCD, satisfaction of one or more warrants does not necessarily require immediate installation of a traffic signal. It is merely an indication that the local jurisdiction should begin monitoring conditions at that location and that a signal may ultimately be required.

Warrant 3, the peak hour volume warrant, is often used as an initial check of signalization needs since peak hour volume data is typically available and this warrant is usually the first one to be met. Warrant 3 is based on a curve and takes only the hour with the highest volume of the day into account. Please see the **Appendix** for the warrant chart. To meet this warrant, a minimum of 100 vehicles per hour must approach the intersection on one of the side streets. It should also be noted that Warrant 3 has a second set of criteria based upon a combination of vehicle delay and volumes. This is typically referred to as the peak hour delay warrant.

ii. Findings

All 6 unsignalized intersections evaluated near the alternative site would have AM peak hour volume levels well below peak hour signal warrant #3 criteria levels.

c. 95th Percentile Vehicle Queuing

Tables 9 and **10** present year 2013 Base Case AM and PM commute peak hour 95th percentile vehicle queuing on select approaches to the six intersections evaluated along the Center Street and El Dorado Street corridors. As shown, with one exception, no 95th percentile queues would be expected to extend to the adjacent upstream intersection. The one exception would be the northbound El Dorado Street approach to Washington Street during the AM peak hour, where queues would occasionally be expected to extend through the Lafayette Street intersection.

B. PROJECT TRAFFIC IMPACTS

1. Project Trip Generation & Distribution

The net increase in trip generation to/from downtown Stockton will be the same for the Washington Street alternative site as for the proposed site in Hunter Square. However, the streets serving the alternative site will attract the full trip generation potential of the new courthouse (per **Table 5** – 590 inbound and 66 outbound trips during the AM peak hour, with 60 inbound and 334 outbound trips during the PM peak hour). The elimination of 50,000 square feet of existing courthouse space will then result in a reduction of traffic to/from the vicinity of this facility (per **Table 5** – removal of 99 inbound and 12 outbound trips during the AM peak hour, with 44 inbound and 99 outbound trips eliminated during the PM peak hour).

The alternative site courthouse will also result in about 90 new AM peak hour vehicle trips being made from the downtown area to the new courthouse. These trips will be made from the DA's office, probation office, public defender's office, City/County offices and private offices. Currently, these trips are made by foot in the downtown area and would continue to be made on foot with the new courthouse at Hunter's Square.

The alternative site will also attract auto and some walking trips during the course of a normal business day between downtown and the project site. Since the number of project-related back-and-forth trips should be lower than the total project traffic demand during the peak commute periods and since background (non-project) traffic volumes would be less than during commute periods, analysis of operating conditions during the peak commute traffic hours would evaluate the worst potential operating conditions and project traffic impacts during the day.

Figures 13 and **14** present the increment of net new project traffic associated with the alternative site assigned to the local roadway system during the AM and PM peak traffic hours respectively, while **Figures 15** and **16** present year 2013 Base Case + Project AM and PM peak hour volumes.

2. Project Traffic Impacts

a. Intersection Level of Service

Table 8 shows that the net change in year 2013 Base Case traffic due to the alternative site project would not be expected to produce a significant level of service impact at any analyzed location. No intersection would have acceptable AM or PM peak hour 2013 Base Case level of service degrade to unacceptable operation due to the addition of project traffic. Also, there would be no locations evaluated with unacceptable Base Case level of service.

b. Signal Warrants

The addition of alternative site project traffic would not increase year 2013 Base Case volumes to meet peak hour signal warrant criteria levels.

c. 95th Percentile Vehicle Queuing

Tables 9 and **10** show that the net change in year 2013 Base Case traffic due to the alternative site project would produce a significant queuing impact at only one location: on the northbound El Dorado Street approach to Washington Street during the AM peak hour. Base Case operation would already experience unacceptable queuing and the proposed project would increase the 95th percentile vehicle queue from 233 up to 254 feet (per lane) with only 210 feet of storage (per lane). AM peak hour traffic on this approach would be increased from 1,700 up to 1,796 vehicles, a 6 percent increase.

This would be significant impact #1A.

d. Pedestrian (Student) Crossings at Unsignalized Intersections Near the Project Site

The addition of project traffic to East Weber Street, South Madison Street, Washington Street and Market Street will increase safety concerns at unsignalized intersections for students walking to the nearby high school (Weber Institute). This is a particular concern for students crossing Weber Street due to its width.

This is a potentially significant impact (#2).

VIII. MITIGATION MEASURES

A. PROPOSED SITE

1. Mitigation Measure 1

There are no timing or widening improvements feasible to mitigate this measure to a less than significant impact.

2. Mitigation Measure 2

Safety measures shall be installed at intersections near the project site to facilitate safe student crossings. Locations and measures will be selected by the school district and City of Stockton Public Works Department.

B. ALTERNATIVE SITE

1. Mitigation Measure 1A

There are no timing or widening improvements feasible to mitigate this measure to a less than significant impact.

Table 1

SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2000 Highway Capacity Manual (Transportation Research Board).

Table 2

UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	< 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

Source: 2000 Highway Capacity Manual (Transportation Research Board).

Table 3

APPROVED DEVELOPMENT TRIP GENERATION

USE	SIZE	AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
		INBOUND		OUTBOUND		INBOUND		OUTBOUND	
		RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
County Administration Building	250,000 SQ.FT.	1.97	493	.24	60	.88	220	1.97	493

Trip Rate Sources: Trip Generation, 8th Edition, by the Institute of Transportation Engineers (ITE) 2008.
Compiled by: Crane Transportation Group

Table 4

INTERSECTION LEVEL OF SERVICE
YEAR 2013

PROPOSED HUNTER SQUARE COURTHOUSE SITE

INTERSECTION	TIME PERIOD	BASE CASE		BASE CASE + PROJECT	
		DELAY[1]	LOS[2]	DELAY[1]	LOS[2]
1. Center/Park	AM	11.8	B	12.0	B
(Signal)	PM	20.5	C	20.5	C
2. El Dorado/Park	AM	5.9	A	5.9	A
(Signal)	PM	9.2	A	9.2	A
3. Center/Oak	AM	8.1	A	8.1	A
(Signal)	PM	5.4	A	5.4	A
4. El Dorado/Oak	AM	4.5	A	4.5	A
(Signal)	PM	5.2	A	5.2	A
5. Center/Fremont	AM	5.2	A	5.2	A
(Signal)	PM	5.1	A	5.2	A
6. El Dorado/Fremont	AM	10.2	B	10.2	B
(Signal)	PM	10.9	B	10.9	A
7. Center/Weber	AM	11.9	B	11.9	B
(Signal)	PM	20.3	C	21.1	C
8. El Dorado/Weber	AM	12.9	B	12.9	B
(Signal)	PM	11.3	B	12.3	B
9. Weber/California	AM	13.0	B	13.1	B
(Signal)	PM	11.7	B	11.7	B
10. Center/Washington	AM	13.9	B	13.9	B
(Signal)	PM	10.7	B	11.1	C
11. El Dorado/Washington – WB S.R.4 Off-Ramp	AM	24.5	C	28.5	C
(Signal)	PM	48.5	D	48.7	D
12. Stanislaus/Washington – WB S.R.4 Off-Ramp	AM	23.6	C	24.8	C
(Signal)	PM	17.7	B	18.7	B
13. Center/Lafayette – EB S.R.4 Off-Ramp	AM	28.0	C	45.8	D
(Signal)	PM	14.2	B	14.5	B
14. El Dorado/Lafayette – WB S.R.4 On-Ramp	AM	9.4	A	10.0	B
(Signal)	PM	21.8	C	21.8	C
15. Stanislaus/Lafayette – EB S.R.4 On-Ramp	AM	47.2	D	49.4	D
(Signal)	PM	45.9	D	49.4	D

(1) Delay = Control delay per vehicle in seconds.
(2) LOS = Level of Service

Year 2000 Highway Capacity Manual Analysis Methodology – Synchro Software Evaluation
Source: Crane Transportation Group

Table 5

95TH PERCENTILE VEHICLE QUEUING
YEAR 2013
PROPOSED HUNTER SQUARE COURTHOUSE SITE

AM PEAK HOUR

INTERSECTION	APPROACH	STORAGE (PER LANE) IN FEET	95TH PERCENTILE QUEUING (PER LANE) IN FEET	
			BASE CASE	BASE CASE + PROJECT
Center/Park	SB Center Through	300	223	235
Center/Oak	SB Center Through	300	57	60
Center/Fremont	SB Center Through	270	34	34
Center/Weber	WB Weber Through/left	290	38	38
Center/Washington	SB Center WB Washington	300 300	22 125	23 125
Center/Lafayette	SB Center Left SB Center Through	210 210	189 66	196 66
El Dorado/Lafayette	NB El Dorado EB Lafayette Left	330 330	96 113	97 154
El Dorado/Washington	NB El Dorado Through	210	233	284
El Dorado/Weber	NB El Dorado Through/EB Weber Through/Left	500 300	188 75	188 75
El Dorado/Fremont	NB El Dorado Through	280	140	140
El Dorado/Oak	NB El Dorado Through	275	38	38
El Dorado/Park	NB El Dorado Through	300	22	22

Year 2000 Highway Capacity Manual Analysis Methodology – Synchro Software Evaluation
Source: Crane Transportation Group

Table 6

95TH PERCENTILE VEHICLE QUEUING
YEAR 2013
PROPOSED HUNTER SQUARE COURTHOUSE SITE

PM PEAK HOUR

INTERSECTION	APPROACH	STORAGE (PER LANE) IN FEET	95TH PERCENTILE QUEUING (PER LANE) IN FEET	
			BASE CASE	BASE CASE + PROJECT
Center/Park	SB Center Through	300	253	253
Center/Oak	SB Center Through	300	29	29
Center/Fremont	SB Center Through	270	34	34
Center/Weber	WB Weber Through/left	290	102	154
Center/Washington	SB Center WB Washington	300 300	71 282	87 282
Center/Lafayette	SB Center left SB Center Through	210 210	167 50	169 53
El Dorado/Lafayette	NB El Dorado EB Lafayette	330 330	128 177	128 177
El Dorado/Washington	NB El Dorado Through	210	155	156
El Dorado/Weber	NB El Dorado Through/EB Weber Through/Left	500 300	144 28	150 47
El Dorado/Fremont	NB El Dorado Through	280	80	82
El Dorado/Oak	NB El Dorado Through	275	34	34
El Dorado/Park	NB El Dorado Through	300	46	51

Year 2000 Highway Capacity Manual Analysis Methodology – Synchro Software Evaluation
Source: Crane Transportation Group

Table 7

PROJECT TRIP GENERATION

USE	SIZE	AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
		INBOUND		OUTBOUND		INBOUND		OUTBOUND	
		RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
New Courthouse (office space)	285,000 SQ.FT.	2.07	590	.23	66	.21	60	1.17	334
Old Courthouse Wing Demolished	50,000 SQ.FT.	1.97	(-99)	.24	(-12)	.88	(-44)	1.97	(-99)
Net New Traffic Due to Project			491		54		16		235

Trip Rate Sources: *New Courthouse: Court trip rate based upon surveys at the existing County Court Building on Weber Street in Stockton (April & May 2008).*
Old Courthouse Wing: To be demolished – would have been used for government offices – Trip Generation, 8th Edition, by the Institute of Transportation Engineers (ITE) 2008.

Compiled by: Crane Transportation Group

Table 8

INTERSECTION LEVEL OF SERVICE
YEAR 2013

PROPOSED WASHINGTON STREET COURTHOUSE SITE

INTERSECTION	TIME PERIOD	BASE CASE		BASE CASE + PROJECT	
		DELAY	LOS[3]	DELAY	LOS[3]
Van Buren/Weber (Unsignalized)	AM	1.2[1]	A	3.2	A
Madison/Weber (Unsignalized)	AM	.8[1]	A	.9	A
Madison/Market (Unsignalized)	AM	1.6[1]	A	5.1	A
Madison/Washington (Unsignalized)	AM	2.3[1]	A	3.6	A
Lincoln/Washington (Unsignalized)	AM	3.3[1]	A	3.3	A
Madison/Lafayette (Unsignalized)	AM	4.2[1]	A	8.0	A
Center/Washington (Signal)	AM	13.9[2]	B	17.0	B
	PM	10.7[2]	B	11.7	B
El Dorado/Washington – WB S.R.4 Off-Ramp (Signal)	AM	24.5[2]	C	29.8	C
	PM	48.5[2]	D	48.5	D
Center/Lafayette – EB S.R.4 Off-Ramp (Signal)	AM	28.0[2]	C	47.6	D
	PM	14.2[2]	B	16.5	B
El Dorado/Lafayette – WB S.R.4 On-Ramp (Signal)	AM	9.4[2]	A	9.5	A
	PM	21.8[2]	C	21.9	C
Center/Weber (Signal)	AM	11.9	B	12.1	B
	PM	20.3	C	26.6	C
El Dorado/Weber (Signal)	AM	12.9	B	12.9	B
	PM	11.3	B	11.3	B

LOS = Level of Service

(1) Delay = Average control delay per vehicle in seconds for the entire intersection (unsignalized intersection).
(2) Delay = Control delay per vehicle in seconds (signalized intersection).
(3) LOS = Level of Service

Source: Crane Transportation Group

Table 9

95TH PERCENTILE VEHICLE QUEUING
YEAR 2013
PROPOSED WASHINGTON STREET COURTHOUSE SITE
AM PEAK HOUR

INTERSECTION	APPROACH	STORAGE (PER LANE) IN FEET	95TH PERCENTILE QUEUING (PER LANE) IN FEET	
			BASE CASE	BASE CASE + PROJECT
Center/Weber	WB Weber Through/left	290	35	39
Center/Washington	SB Center Left	300	22	24
	WB Washington	300	125	189
Center/Lafayette	SB Center Left	210	189	189
	SB Center Through	210	66	66
El Dorado/Lafayette	NB El Dorado	330	96	97
	EB Lafayette	330	113	113
El Dorado/Washington	NB El Dorado Through	210	233	254
El Dorado/Weber	NB El Dorado Through/EB	500	188	188
	Weber Through/Left	300	75	93

Year 2000 Highway Capacity Manual Analysis Methodology – Synchro Software Evaluation
Source: Crane Transportation Group

Table 10

95TH PERCENTILE VEHICLE QUEUING
YEAR 2013
PROPOSED WASHINGTON STREET COURTHOUSE SITE
PM PEAK HOUR

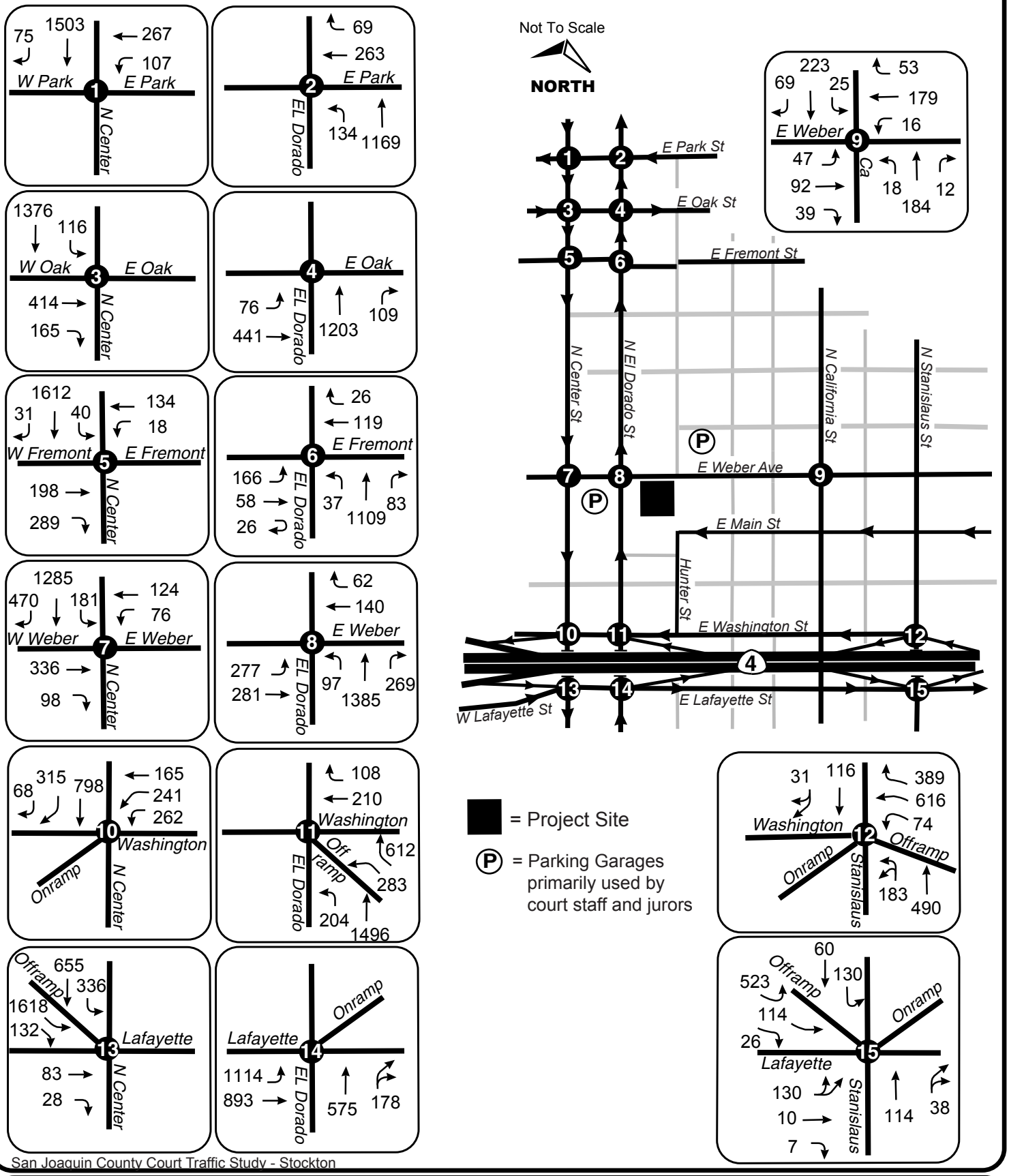
INTERSECTION	APPROACH	STORAGE (PER LANE) IN FEET	95TH PERCENTILE QUEUING (PER LANE) IN FEET	
			BASE CASE	BASE CASE + PROJECT
Center/Weber	WB Weber Through/left	290	102	76
Center/Washington	SB Center Left	300	71	86
	WB Washington	300	282	295
Center/Lafayette	SB Center Left	210	43	79
	SB Center Through	210	50	48
El Dorado/Lafayette	NB El Dorado	330	128	138
	EB Lafayette	330	177	182
El Dorado/Washington	NB El Dorado Through	210	155	155
El Dorado/Weber	NB El Dorado Through/EB	500	144	216
	Weber Through/Left	300	141	123

Year 2000 Highway Capacity Manual Analysis Methodology – Synchro Software Evaluation
Source: Crane Transportation Group

San Joaquin County Court Traffic Study - Stockton

Figure 1
Area Map

CRANE TRANSPORTATION GROUP

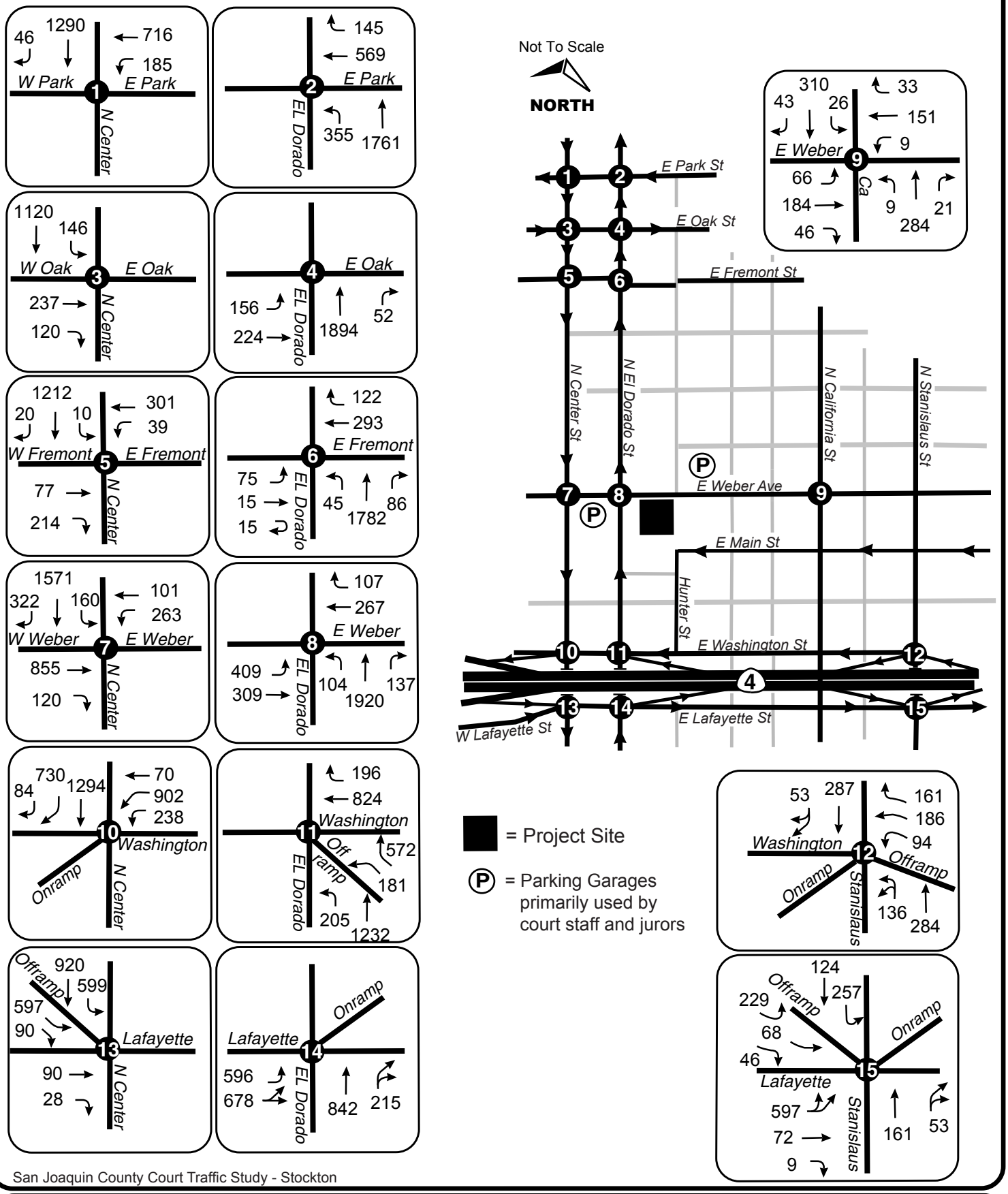


San Joaquin County Court Traffic Study - Stockton

CRANE TRANSPORTATION GROUP

Figure 2

Year 2013 Base Case
AM Peak Hour Volumes

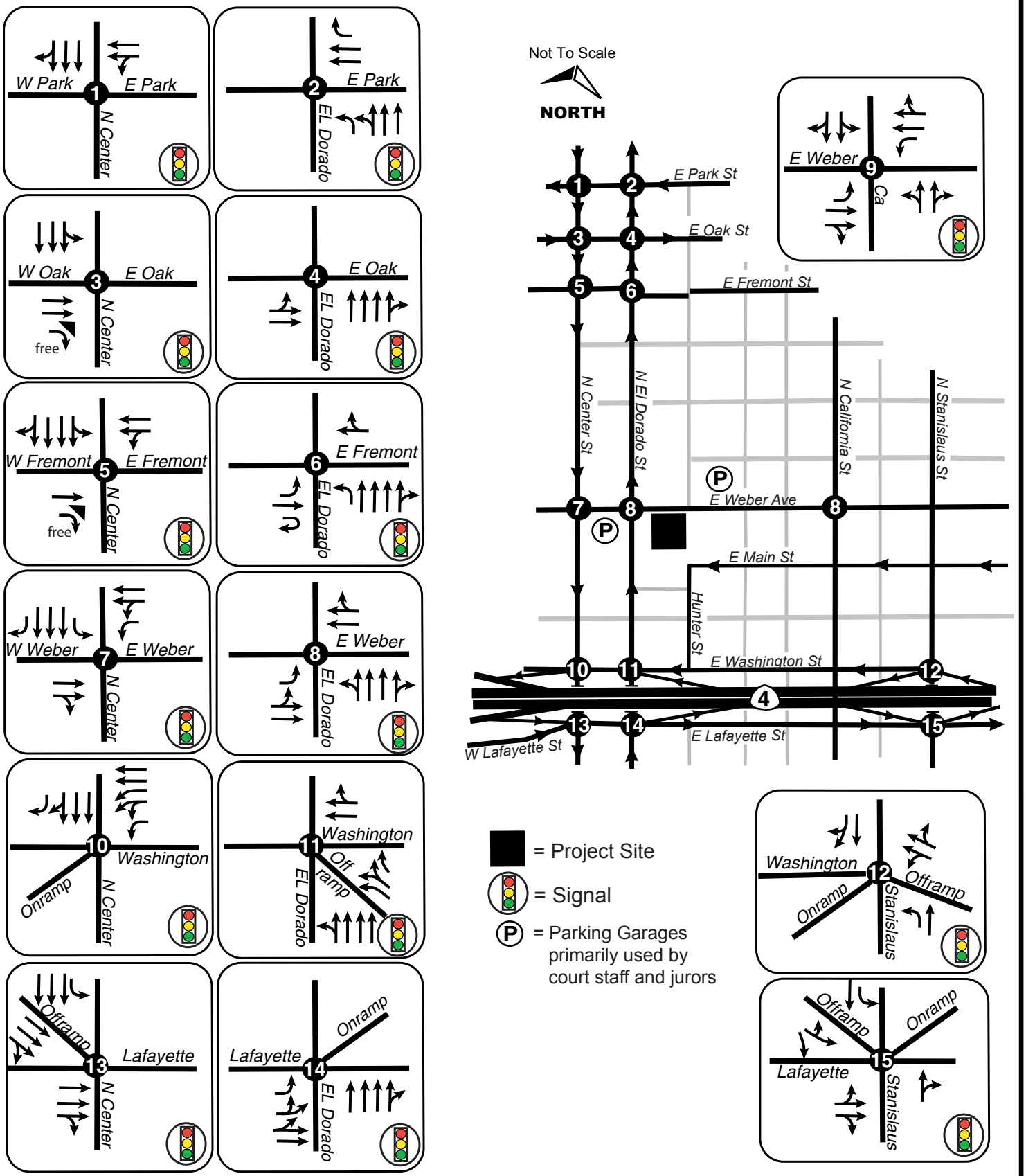


San Joaquin County Court Traffic Study - Stockton

CRANE TRANSPORTATION GROUP

Figure 3

Year 2013 Base Case
PM Peak Hour Volumes



San Joaquin County Court Traffic Study - Stockton

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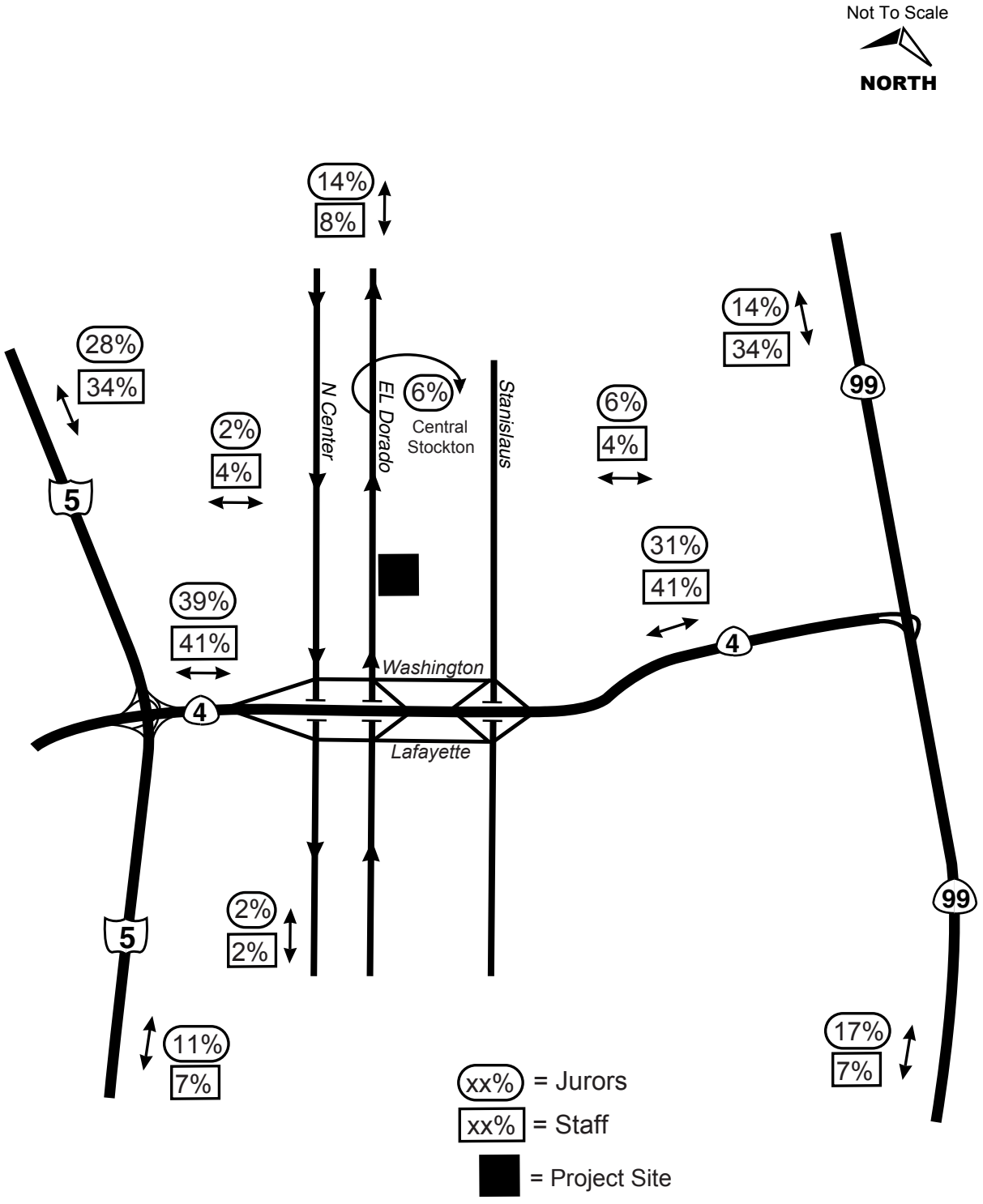
Figure 4

Proposed Site Year 2013

Lane Geometrics and Intersection Control



Distribution percentages based upon surveys of staff and juror residential ZIP codes at existing County courthouse.

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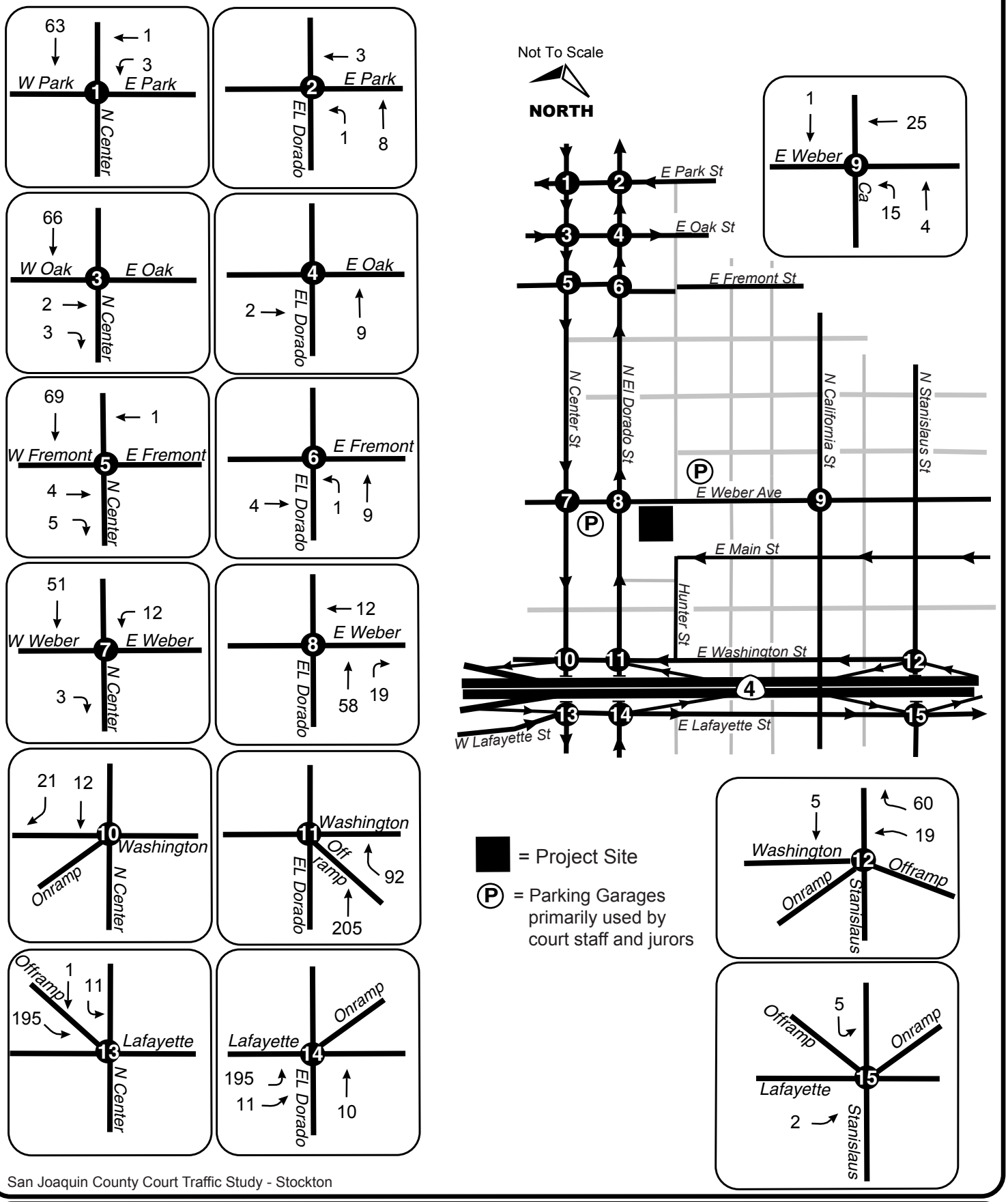
Figure 5
Staff and Juror
% Traffic Distribution



San Joaquin County Court Traffic Study - Stockton

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Figure 6
AM Peak Hour
Project Increment Volumes

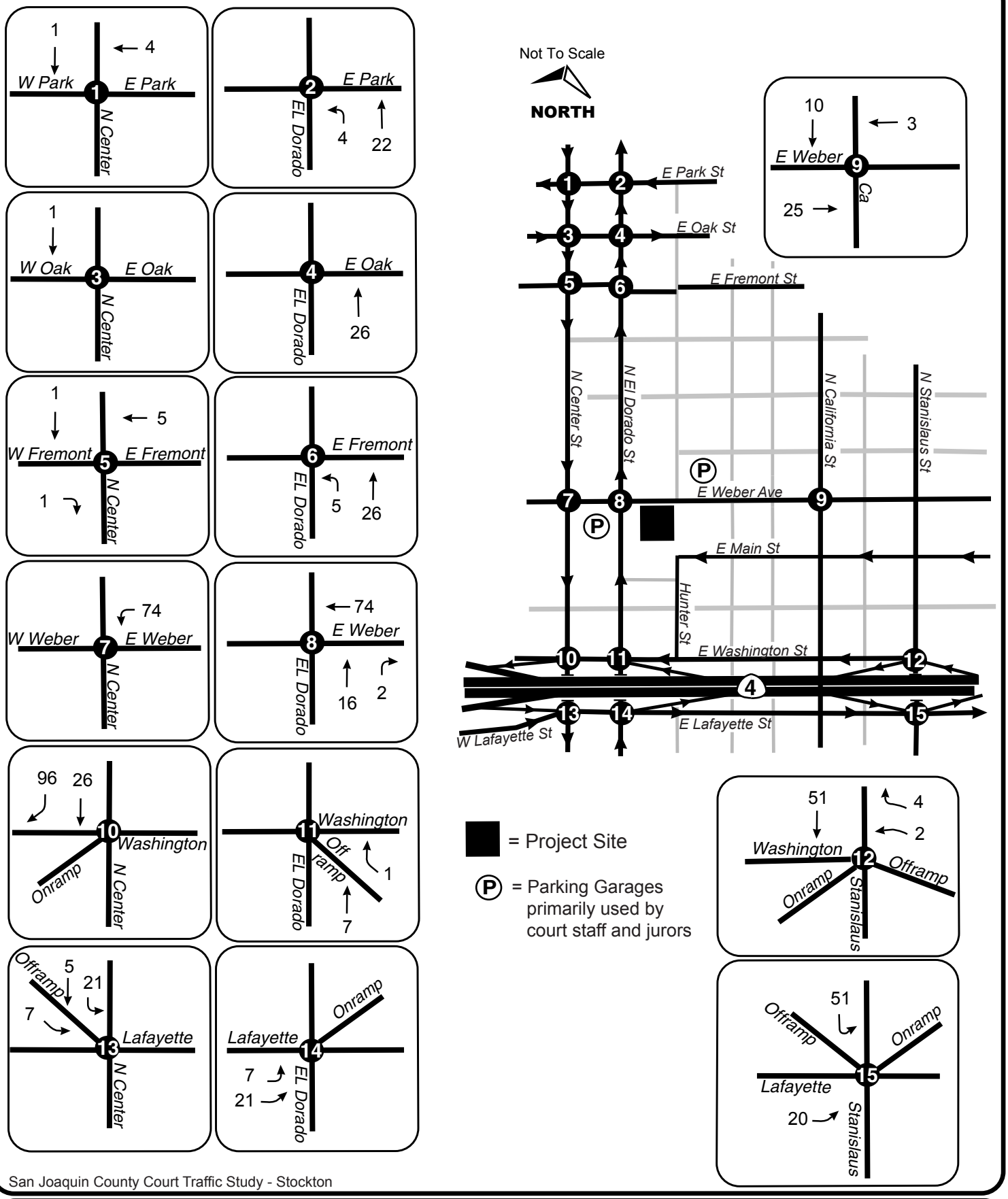

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Figure 7
PM Peak Hour
Project Increment Volumes

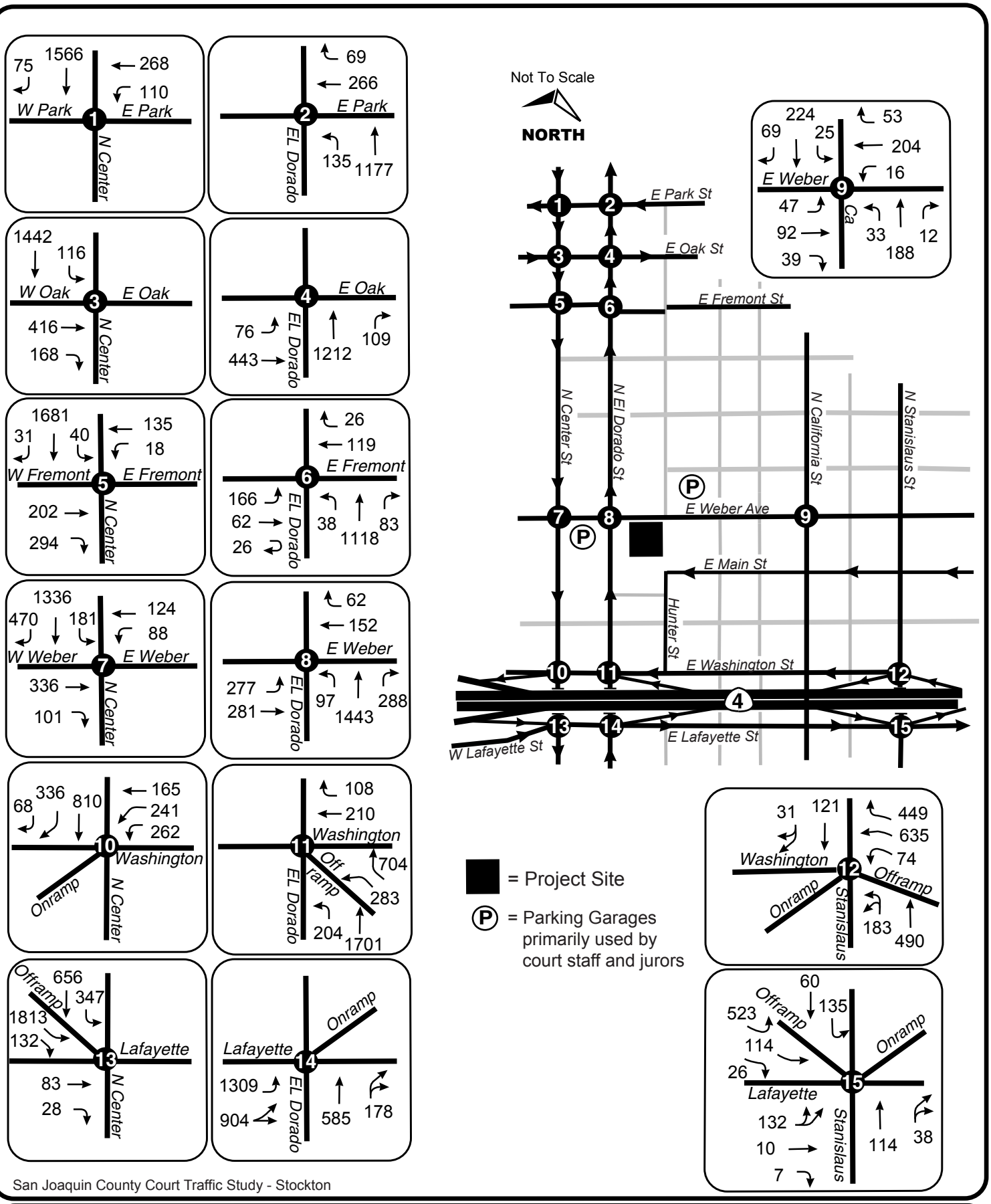

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Figure 8

Year 2013 Base Case + Project
AM Peak Hour Volumes

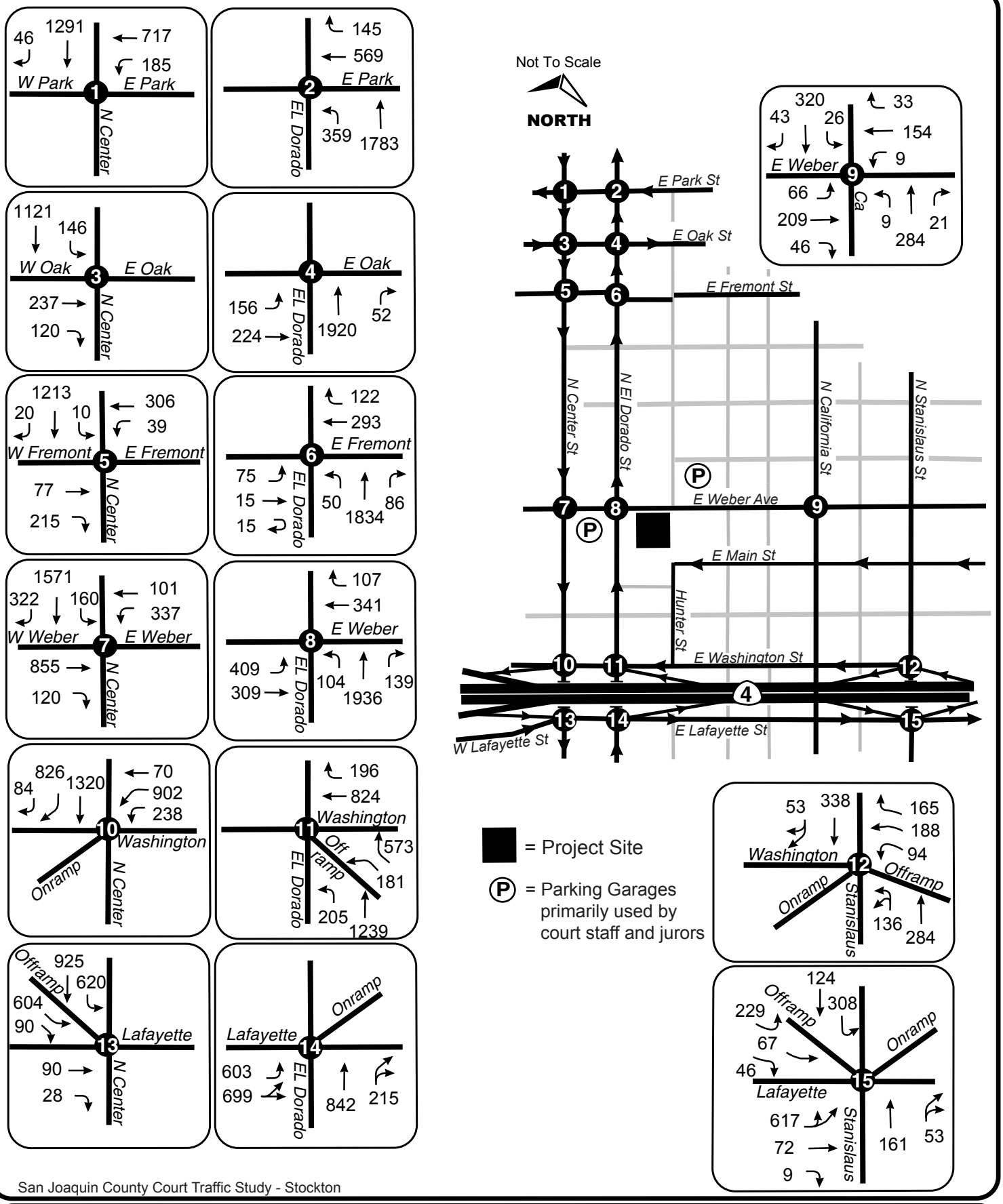

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Figure 9

Year 2013 Base Case + Project PM Peak Hour Volumes

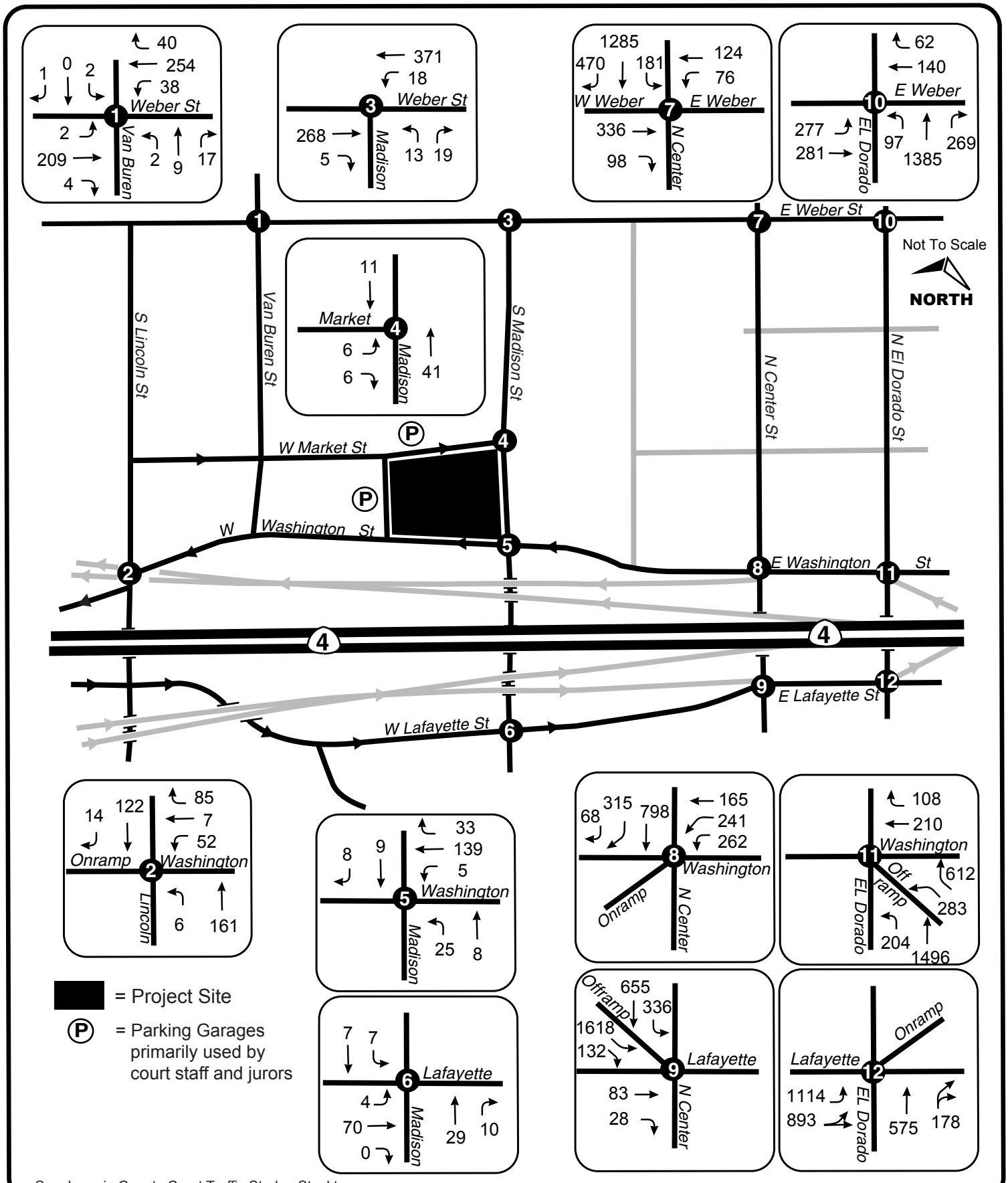

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Figure 10
Alternative Site
Year 2013 Base Case
AM Peak Hour Volumes

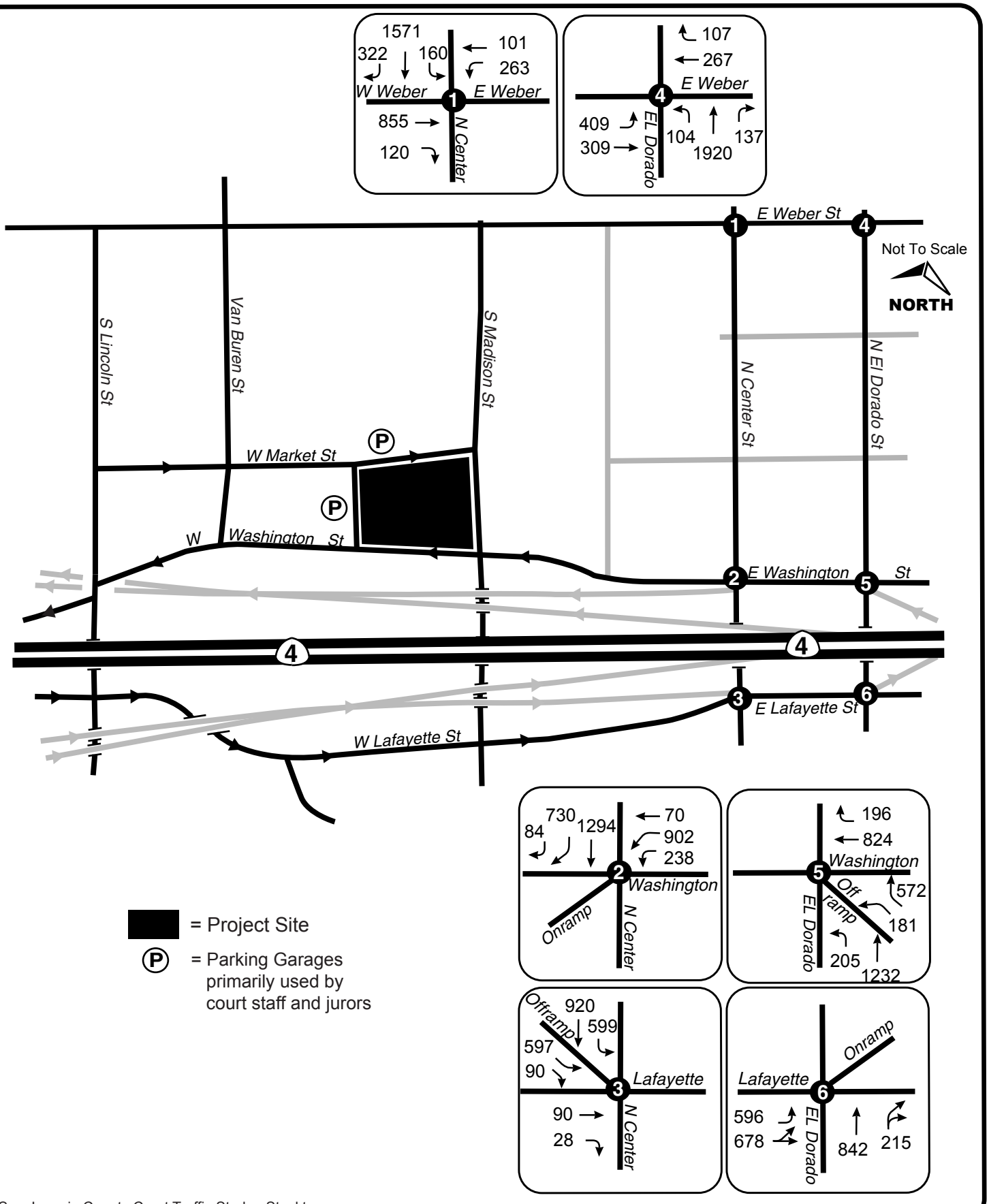

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Figure 11
Alternative Site
Year 2013 Base Case
PM Peak Hour Volumes

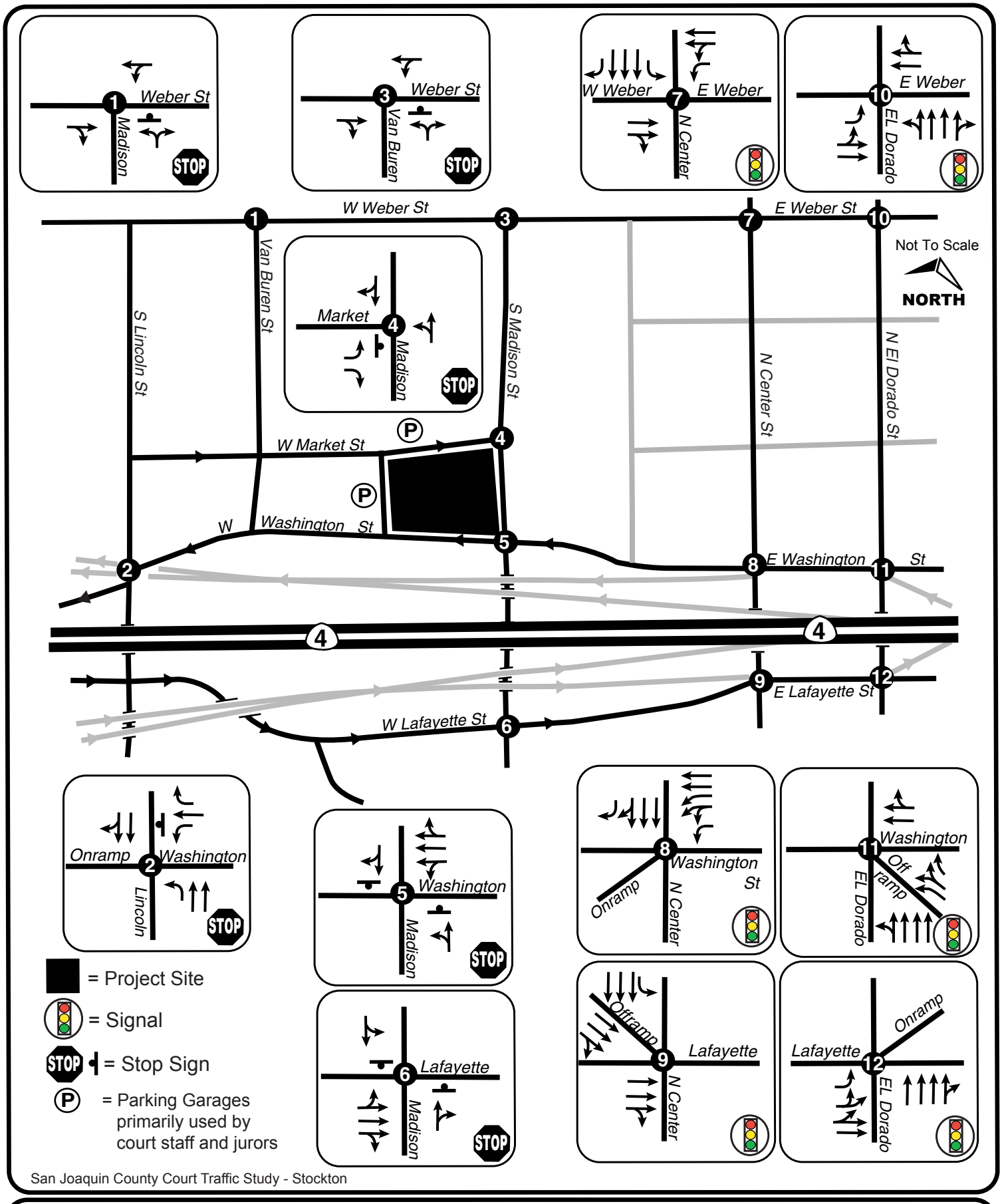

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Figure 12

Alternative Site Year 2013
Lane Geometrics and Intersection Control

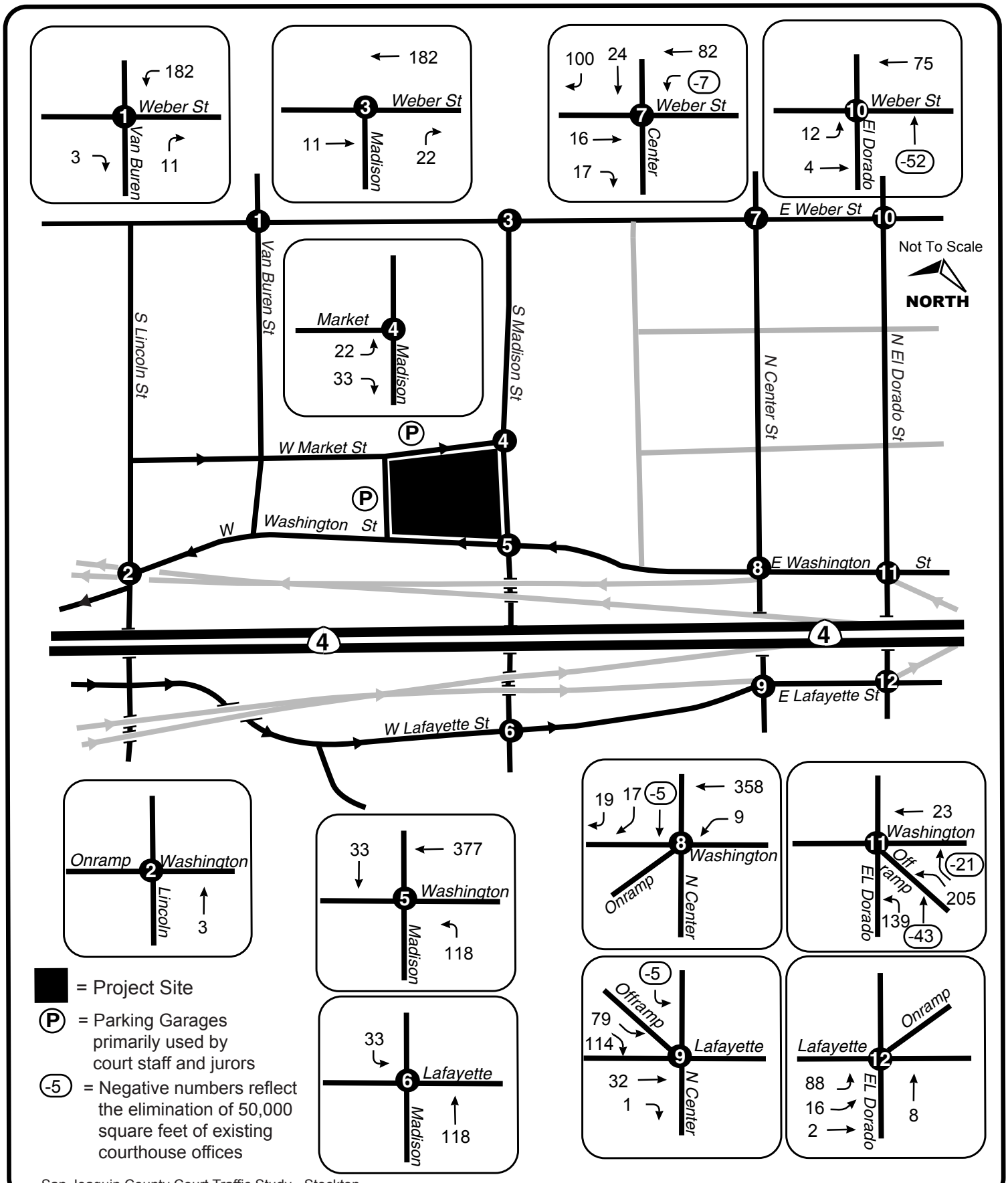

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Figure 13
Alternative Site
AM Peak Hour
Project Increment Volumes

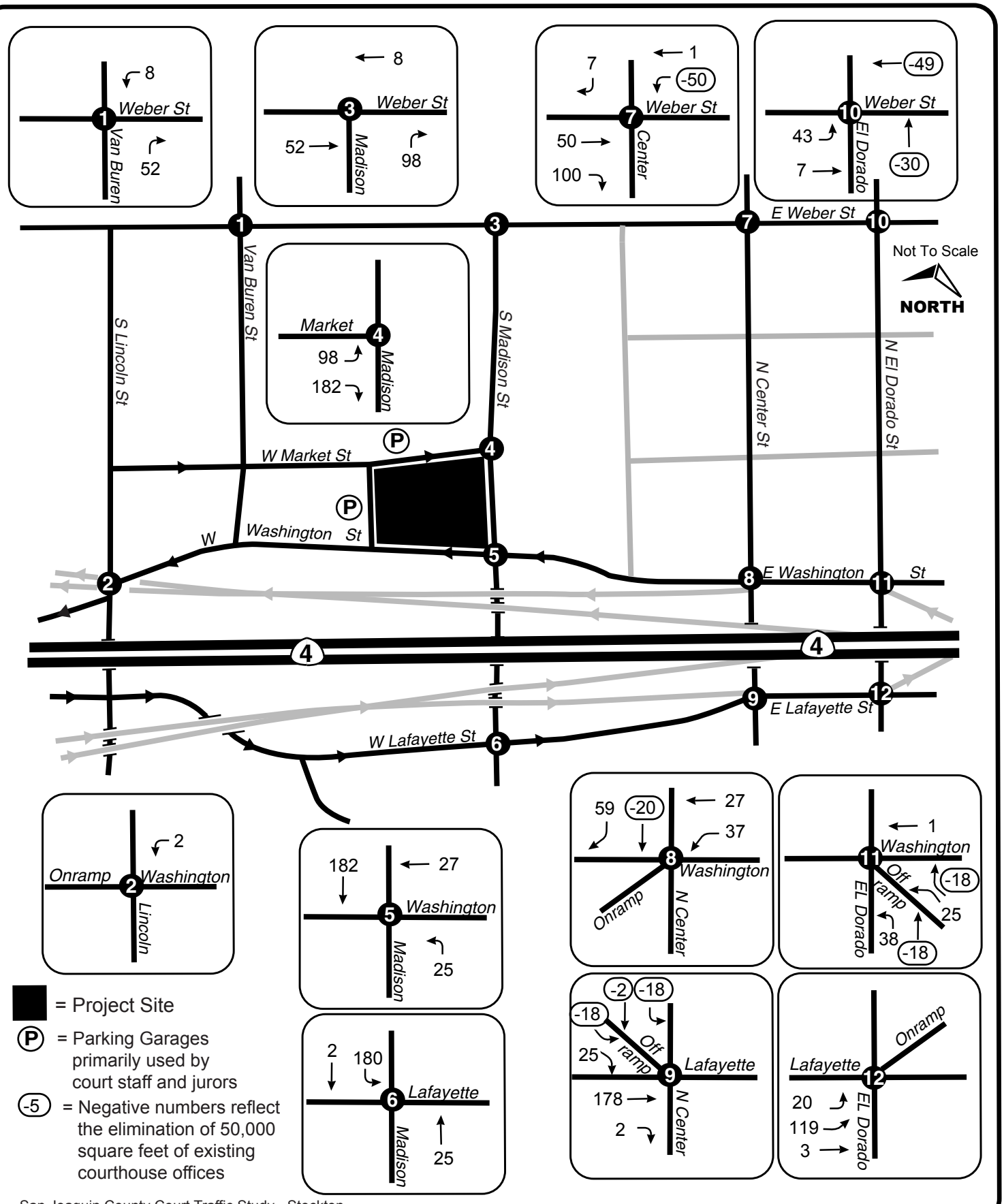

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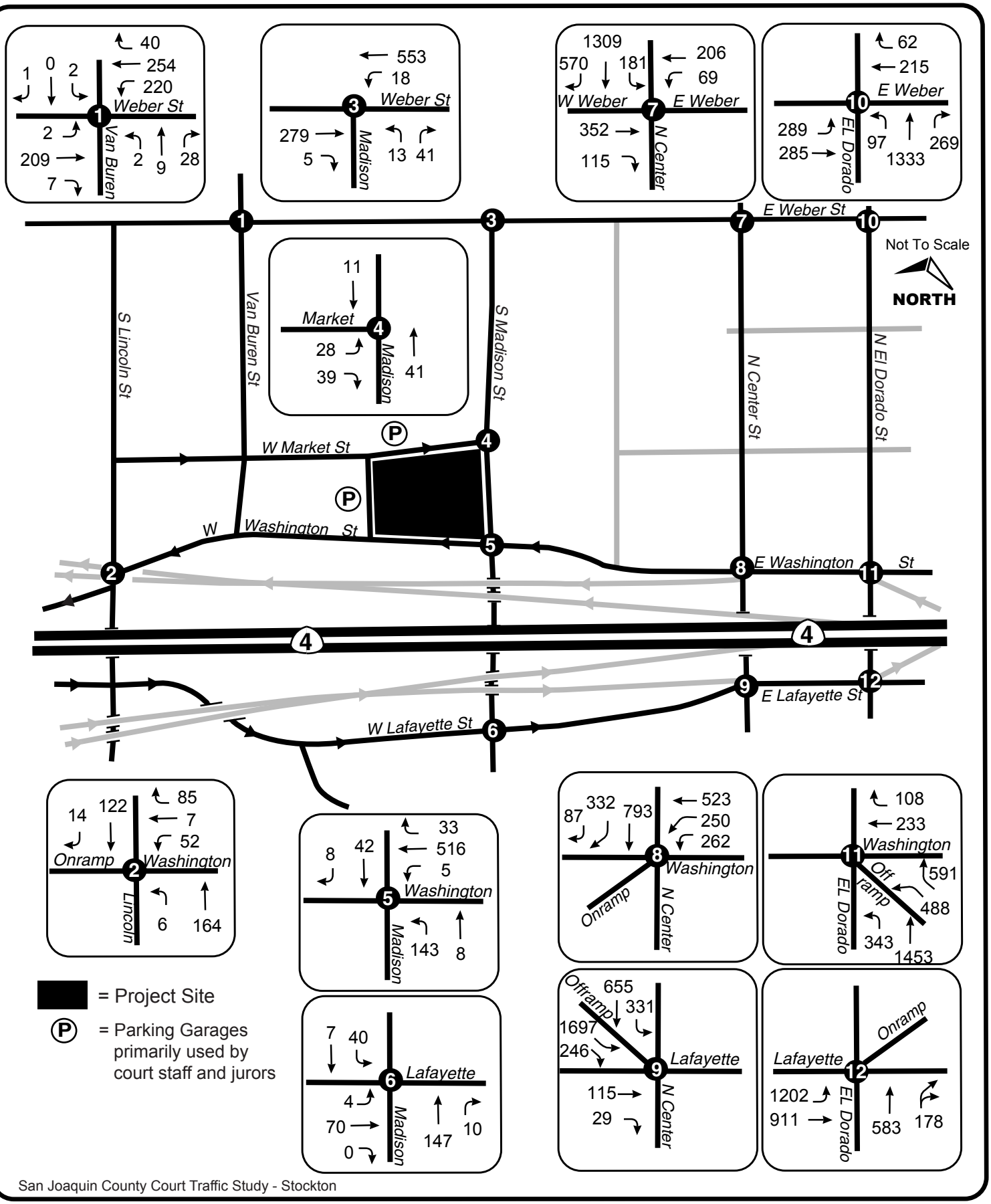
Figure 14
Alternative Site
PM Peak Hour
Project Increment Volumes



San Joaquin County Court Traffic Study - Stockton

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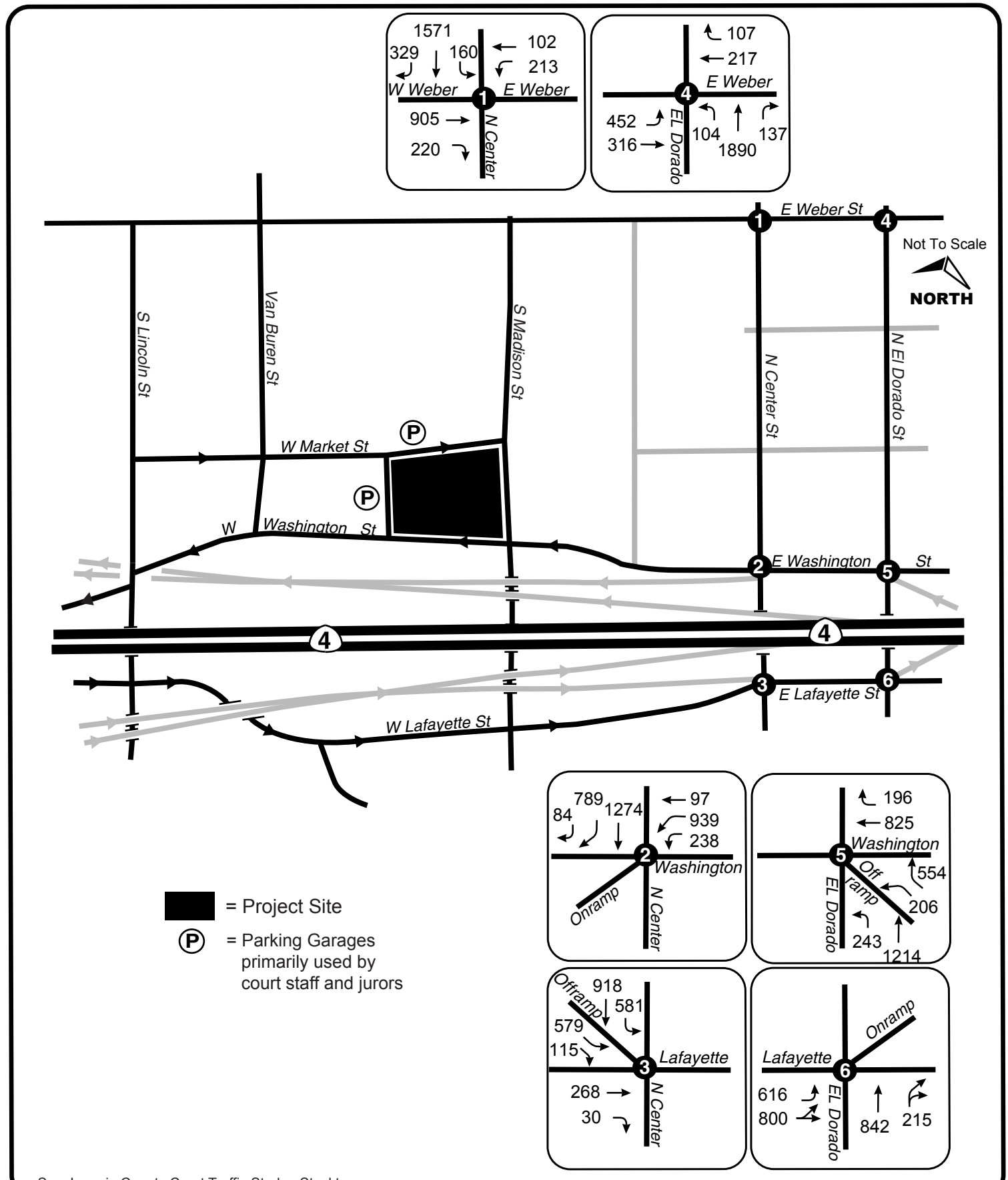
Figure 15
Alternative Site
Year 2013 Base Case + Project
AM Peak Hour Volumes



San Joaquin County Court Traffic Study - Stockton

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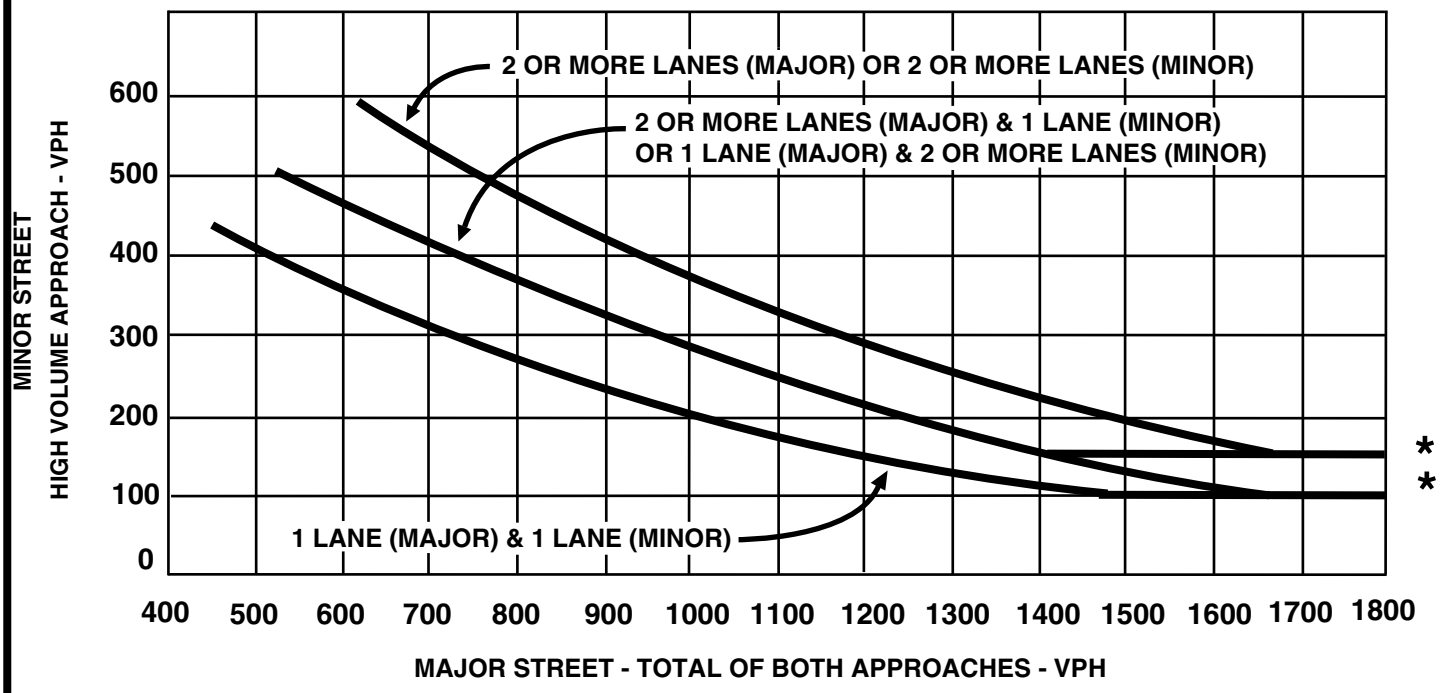
Figure 16
Alternative Site
Year 2013 Base Case + Project
PM Peak Hour Volumes

PEAK HOUR VOLUME WARRANT #3
(Urban Area)



*** NOTE**

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2003 Manual or Uniform Traffic Control Devices, Federal Highway Administration